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HUNT'S MERCHANTS' MAGAZINE

AND
COMMERCIAL REVIEW.

APRIL, 1853.

Art. I.—THE MANUFACTURES OF PARIS.*

REPORT OF THE CHAMBER OF COMMERCE ON THE INDUSTRY OF PARIS.

PARIS is not only the political and financial center of France; it is one of the chief seats of manufacturing industry also. Those who think of it as the home of pleasure, the seat of elegant leisure, of art, luxury, and expense, will hear with surprise that no less than 325 different branches of industry are carried on within the *ban-lieue* of the French capital, employing in 1847 no less than 407,346 persons, and producing the value of 1,463,628,350 francs, or nearly \$300,000,000 in that year. These 325 kinds of industry have been classed into thirteen groups, the enumeration of which sufficiently exhibits the variety of industrial pursuits at Paris.

Clothing.
Food
Building.
Furniture.
Precious metals.
Articles de Paris, (or fancy articles.)
Threads and woven fabrics.

Machinery, and works in metals.
Chemical products and pottery.
Carriages and saddlery.
Printing and paper.
Skins and leather.
Turning in wood.
Basketwork.

We take these statements and this classification from a source of very high authority—the great report on the industry of Paris, published by the government. For a copy of this immense report of some 1,300 pages folio, we are indebted, as frequently before for like favors, to the polite attention of Mons. D. L. Rodet, who is himself an able and active member of the

* Statistique de l'industrie à Paris, faite par la Chambre de Commerce pour les années, 1848-9.

Chamber of Commerce, which has set the first example of a thorough, systematic and full investigation into the condition, modes of life, compensation, habits, and prospects of the mechanic classes, and the relation of the employer and employed.

This great work had its origin with the republican government of 1848. It will remain one of the monuments (and there is no lack of them) of the practical sympathy of that government with the laboring class.

Much has been said of the visionary turn of the men who, in 1848, were brought to the head of affairs in France. Lamartine, above all, the great leader and the guiding mind of that movement, has been set down as a dreamer and a visionary. But one should like to know when, in Europe, a popular revolution has been brought about with so little bloodshed, and so little violation of private rights; in short, with so successful and practical a result, so long as it was not interfered with by the selfishness and passions of bad men, as the revolution of February.

Social questions, as they are called, occupy every day more and more the minds of thinkers. The relations of buyer and seller, of employer and laborer, the family relation, the economy of life, the influence of machinery, are topics of constant discussion. There is every shade of opinion from the tenacity of the conservative to the radicalism of the communist. But, whatever side one may take in these controversies, there is one point on which all must be agreed. In physical sciences we recognize but one safe basis of theory, a careful study of facts—but one sure method of correct generalization, a careful, thorough, searching investigation of particulars. It is difficult to see how this indispensable rule of physical science, which is also the basis of all safe metaphysical study, can be disregarded in the study of what may be called social science. Whatever our theories, let us have a thorough investigation of the facts of social condition. The number of employers and of employed, the distribution of employment, the division of labor, the right, duty, and capacity of woman for labor, the rewards of labor in different employments, the lodging, food, clothing of the laboring classes, the degree and means of education, the morals and manners, the liability to sickness in different pursuits, the habit of saving, the insurance of health, the addiction to intemperance—all these are topics upon which we want the light of a full and minute collection of facts. It is a healthful sign that our governments and statesmen are not unmindful of this want. The inductive instinct has penetrated into Cabinets and Parliaments. Hence, the censuses, and reports of Parliamentary commissions, which in our day are doing much towards making known, at least, our wants.

Why is it that the same enthusiasm of science, which sends the naturalist in search of some new species over a whole continent, which makes a botanist spend years in completing his collection of curious lichens and ferns—why does not some such zeal in what we should consider a far higher line of inquiry, lead students of social questions to examine with the utmost minuteness of investigation all the facts of social condition, in order that the laws of demand and supply, the influence of competition, the influence of pursuits on health, the hours of labor, the lodging of laborers, their food and clothing, and the problem of the combination of a reasonable amount of mental culture with the rudest forms of physical labor, may be freed from all the uncertainties which now make these subjects as distressing to the man of science as to the man of feeling?

The English Parliamentary commissions have furnished some specimens of inquiries of this kind, excellent for minuteness and thoroughness. But for fullness of analysis and a clear presentation of results, we must look to the French, who, whether they are determining the elements of the orbit of an undiscovered planet, or arranging the details of the "dumb show" of a new ballet, display the same patient and careful accuracy.

The "Statistics of Industry at Paris" is a model of what such reports should be; but, although fuller and more carefully arranged than any preceding report, it is not the first of the kind. In fact, every revolution in France has led to such investigations. The spirit, the instinct of French democracy is a very social one; it is equality as well as liberty, fraternity as well as equality. Our idea of equality before the law, co-existent with frightful inequalities as to the means of living and the intercourse of life, it is hard for a French democrat to understand. Our idea of the freedom of the individual, which deems it so sacred that it would leave a man free to starve in rags, rather than interfere with his liberty so far as to put him in the way of taking care of himself, is not his idea. How far *social liberty*, if we may use the term, can be brought about through *political* forms, is yet a problem—a problem which America seems destined to solve. But French republicans are not so patient. One of their first impulses after a successful revolution, is to direct their newly acquired powers to that class of measures, by which the material condition of the laboring classes may be bettered, and the distribution of property equalized. In one night the first revolution destroyed the whole Feudal system of property, with its entails and preferences. The law of distribution by which the estate of intestates is divided equally, and a parent is not *allowed* to wholly disinherit his heirs, is a fruit of the first revolution. That revolution, in fact, was the result of a social cause, if we may so speak, rather than a political cause. It was not rights, but food; not political oppression, but physical starvation, which was the immediate occasion of that great change. And many of its best social results France did not lose, and every revolution that has followed, has added to them, and she enjoys them yet. It is shallow to talk of the entire failure of the revolutions of France. It is narrow to refuse the name of liberty to any liberty but our own, and that of the English pattern, although it may be the best.

We have enlarged more than we intended upon this topic, but have not wandered from the point. The brief sketch in the first chapter of the *Statistique*, of previous inquiries of this kind, shows what a growing interest these subjects excite in France. It is after great political commotions, the report truly remarks, when industry suffers from crises, when remedies, or at least palliatives, for misery are sought for in administrative measures, that precise information upon the condition of the laborer is sought after. After the great events of 1789, under the empire, at the restoration, after the revolution of 1830, the local authorities and the government sought information from men of experience and commercial bodies.

This was the case, also, after the revolution of 1848. Everywhere the utility of an inquiry into the general and special conditions of labor was proclaimed. The National Constituent Assembly ordered an inquiry to be instantly commenced throughout France. Under these circumstances the Chamber of Commerce of Paris determined to carry out the long-cherished plan of collecting the materials of a complete view of industry at Paris.

On the 25th of May, 1848, the Constituent Assembly passed the decree we have mentioned. The inquiry was to be made in each township, under the direction of the *juge de paix*, aided by a committee, composed in equal numbers of laborers and employers. But the inquiry was to be completed within a month, except in Paris and Algeria; obviously much too short a period for such a work. It is no wonder, therefore, that although out of the 2,847 townships of France, 2,177 made returns, these statistics furnish little that is precise and reliable. But such is not the case with the report of the Chamber of Commerce of Paris, which has performed the work which the Committee of the Assembly could not find time for. Avoiding all questions of doctrine, the committee confined itself to a limited number of topics, such as the facilities for manufacture at Paris, the value of manufactures, the division of employments, the number of employers and middle-men, the number of workmen, the terms and rate of wages, the duration and degree of dull seasons, and lastly the material effects upon industry of a great political crisis.

Almost every branch of industry has its representatives more or less numerous at Paris. It was the object of this inquiry to ascertain the relative importance of each, the mode of operation, and the condition in life of the operative. In short, the object to be effected was to form a complete exhibit of industry at Paris.

It was necessary to limit the field of inquiry and to fix the time, so as to have a period when business was active in all its branches. This was the case in 1847, the year to which the inquiry was confined.

And it was strictly to the city of Paris that the inquiry of the commission was confined—to the city within the custom-house limits and the *bannière*, and to the manufacturing industry of Paris, to the exclusion of agriculture, which cannot be said to exist in the city, and of Commerce, of which Paris is the great center, where are the warehouses of the great manufacturers, and the agencies of foreign houses, and any complete view of which would necessarily take in the entire Commerce of France.

But the inquiries of the commission were not confined, as was always the case before, to the chief manufacturers in each branch. The most minute individual inquiry among manufacturers on the smallest scale, such as workmen who lay up enough of their wages to buy the raw material for gilt earrings and finger-rings, was deemed necessary to the completeness of the picture of an industry so infinitely subdivided as that of Paris.

The inquiry began in the second half of 1848, when, while the recollection of what was done in 1847 was perfectly fresh in the mind, there had been time for the accounts to be fully made up and the results ascertained. Questions were also put as to the effect of the revolution of February upon the interests of industry, which were answered with great promptness on the part of all.

Having drawn these general outlines of the plan of their inquiry, the commission proceeded to frame their questions, the principal of which related to the following points:—

1. Nature of manufacture.
2. Extent of manufacture in 1847, and falling off in 1848.
3. Number of permanent workmen employed in shops.
4. Number of permanent workmen employed in the city.
5. Number of permanent workmen employed in their own rooms.

6. Number of transient workmen.
7. Number of females working in shop.
8. Number of females working at home.
9. The number of boys from 6 to 12 years.
10. The number of boys from 12 to 16 years.
11. The number of girls from 6 to 12 years.
12. The number of girls from 12 to 16 years.
13. The number of apprentices, including the above, and terms of apprenticeship.
14. Number of workmen discharged during the four months—March, April, May, June, 1848.
15. Pay per day of workmen, paid by the day or the piece.
16. Pay per day of women, paid by the day or the piece.
17. Pay per day of children and young persons not apprentices.
18. The period and duration of the dull season.
19. The habits and condition in life of the working classes.
20. Lastly, as regards the manufacture of woven fabrics, the number of looms.

The next thing to be done was to get answers to these questions, and then to classify, arrange, and analyze these answers.

Paris contains about 32,000 houses. If all the workmen scattered about in these houses would have come to the commissioners, much labor would have been spared. But the commissioners had to go to them. Paris is divided into twelve *arrondissements*, and each of these into four *quartiers*. Corresponding with this civil division is the military division of the National Guard. In each *arrondissement* there is a legion: in each *quartier* a battalion, and in each battalion generally eight companies, occupying as many beats in the quarter. This military arrangement was well adapted to the purpose of the commission.

Paid canvassers were employed in each beat of a company. In the morning the canvassers left the office of the commission, with precise direction as to the part of the beat or district he was to visit that day, with written and verbal instructions, with lithographed blanks for the name of any person interrogated, and the answers to each question.

The instructions to the canvassers were necessarily minute, and it was sometimes difficult to distinguish the strictly industrial inquiry from the strictly commercial, so as to limit the canvasser to the subject of the commission—the *manufacturing* industry of Paris. Sometimes the distinctions taken were a little arbitrary. Thus the trade of the butcher, who cuts up and sells meat bought on the hoof, of the baker, who makes bread of the flour he buys, were decided to come within the category. But the bakers brought with them the pastry-cooks, who employ the same workmen, and furnish apprentices to the two trades; yet the restaurateurs had to be excluded, for if *culinary* manufactures had been admitted, the hotels would have come in with them. On the other hand, while professions purely artistic were left out, it was necessary to include the designers for manufactured articles, and carvers of models for works in bronze. But such details as these will not so fully and briefly give an idea of the careful minuteness and intelligent discrimination with which this inquiry was conducted as one of the blanks or forms used by the commission, and which we copy word for word as filled up by the canvasser:—

FORM USED IN CANVASSING LODGING HOUSES.

Lodging house.

Dwelling.....15 Rue Saint Medard.

Name of owner.....Chabanne.

Number of lodgers.	On the 15th January, 1848,	Men.....	50	60
		Women.....	10	
		Men.....	10	82
		Women.....	59	
		Permanent.....	78	82
		Transient.....	4	
		Employed.....	82	82
		Unemployed.....	..	
		Scale-maker, 32 years of age.....	1	1
		Baker, 42.....	1	
		Button-maker, 31.....	1	1
		Brush-maker, 16.....	1	
		Singers, 24, 25.....	2	2
		Rag-pickers, 15, 17, 18, 18, 20, 22, 25, 25, 26, 29, 30, 32, 34, 35, 41, 44, 46, 47, 49, 50, 50, 55, 55, y. of age.....	25	
		Cordwainers, 53, 53, 55.....	3	3
		Cabinet-makers, 50, 51, 52.....	3	
		Turner, 23.....	1	1
		Founders, 36, 37.....	2	
		Watch-makers, 27, 46.....	2	59
		Journeyman, 22, 35, 37, 46, 48, 50..	6	
		Mason, 28.....	1	1
		Merchant, 25.....	1	
		Wine-merchant, 27.....	1	1
		Binder, 19.....	1	
		Tailor, 67.....	1	1
		Dyers, 53, 55.....	2	
		Terrace-makers, 29, 69.....	2	82
		Cooper, 53.....	1	
		Basket-maker, 64.....	1	1
		Washerwomen, 18, 39, 62 y'rs of age.....	3	
		Rag-pickers, 20, 30, 31, 39, 43, 49, 60 years of age.....	7	23
		Sempstresses, 22, 32, 36, 36, 39....	5	
		Char-women, 22, 26, 41, 61.....	4	2
		Traders, 27, 34.....	2	
		Dealer in paste-board, 40.....	1	1
		Mender of clothes, 74.....	1	
		Men.....	..	82
		Women.....	..	
		Men.....	59	23
		Women.....	23	
		In arrears.....	..	82
		Not in debt.....	82	

REMARKS.

Rooms with one bed, 17.....	17 beds.
Common room with 6 beds, 1.....	6 "
Closets with one bed, 30.....	30 "
Total.....	53 "

RATE OF RENTS.

Rooms.....	40 centimes per night per head.
Common room.....	20 " " "
Closets.....	15 & 30 " " "
Condition of the house, dirty, carelessly kept.	

CONDITION OF TENANTS.

All these workmen lead a miserable life, living on broken victuals, or occasionally on pork. They make soup out of the bread they find, or which is given them when gathering rags; accustomed to misery, and living from day to day, drinking alcoholic liquors to excess.

HABITS AND MANNERS.

They all gather rags and bones in the streets, and bring them to their lodging. These are thrown together in heaps in their rooms, and give out an infectious, and of course unhealthy odor. They make about 50 centimes a day, of which 30 or 40 go for rent.

ORIGIN.

Parisians.....	33	} 82
From departments.....	49	
Foreigners.....	..	

POILVILAIN, Canvasser.

We give at length this specimen of one of the returns used, because it exhibits the careful analyses, the minute thoroughness, and the admirable arrangement which marked this inquiry. It should be observed that the furnished lodging houses (*logements garnis*) were the subject of a special examination. They contain most of the floating population of Paris, and as the report remarks, if all workmen who occupy furnished lodgings do not lead a disorderly life, almost all those who do lead a dissipated life occupy lodgings.

The commission was not satisfied with a single canvasser. A second canvasser visited every house, and verified the inquiries of the first, correcting in a new return the errors of the first. When all the returns from one district or beat had been collected and verified, a list was carefully made up from them, and the external or out-door business of the canvasser was considered as finished. The returns and the list were transmitted to the internal department, whose duty it was to verify, to classify and analyze the returns.

One table was devoted to each branch of industry in each battalion district or *quartier*. The tables for the four *quartiers* gave the results for each *arrondissement*, and those for the twelve *arrondissements* presented the statistics of that branch for all Paris.

Of the returns there were received 67,111, of which 63,685 related to persons having a single pursuit, and 1,131 to persons having more than one.

Those branches of industry having some connection or analogy were classed together in groups, and again four great general divisions suggested themselves: that of branches of industry connected with food; with lodging; furniture; and clothing; but the difficulty with this division is, that one branch of industry would fall under two divisions. It was therefore deemed best to arrange the 325 branches of Parisian industry into thirteen groups.

In the 325 branches, the total number of employers was 64,816, of whom 7,117 employed more than ten workmen; 25,116 employed from two to ten workmen; 32,583 employed one man, or worked alone.

The number engaged in each branch of industry is as follows:—

Clothing.....	29,216
Articles de Paris.....	6,121
Furniture.....	5,713

Building	4,061
Thread and woven fabrics.....	3,799
Food.....	3,673
Works in metal.....	3,104
Works in precious metals.....	2,392
Printing, engraving.....	2,235
Carving	1,561
Chemical works and pottery.....	1,259
Carriage making.....	1,253
Hides and leather.....	426
Total.....	64,816

Taking the statement of each of these 64,816 employers, the total amount of the industry of Paris in 1847 was 1,463,628,350 francs. This sum includes the value of the material employed, as the statements refer to sales.

The comparative amount of each of the thirteen groups is as follows:—

	Amount.	No. of workmen.
Clothing.....frances	240,947,293	90,064
Food.....	226,863,080	10,428
Building.....	145,412,679	41,603
Furniture.....	137,145,246	36,184
Work in precious metals.....	134,830,276	16,819
Fancy articles, (articles de Paris).....	128,658,777	35,679
Threads and fabrics.....	105,818,474	36,685
Works in metals.....	103,631,601	24,894
Chemical production and pottery....	74,546,606	9,737
Carriages, saddlery, &c.....	52,357,176	13,754
Printing, paper, &c.....	51,171,873	16,705
Hides and skins.....	41,762,965	4,573
Carving, baskets, &c.....	20,482,304	5,405
Total in 1847.....	1,463,628,350	342,530

It is striking how large a proportion of the products of Paris industry is consumed at Paris. Almost all the products of those branches which relate to the preparation of food are consumed on the spot, with the exception of a portion of the refined sugars, preserves, and pastes. The same is the case with regard to building. In clothing there are some exports, although the Paris demand is the principal one, and this is the case with furniture also.

Of the total value of the productive industry of Paris in 1847, fifteen hundred million francs, (in round numbers,) the declared value at the export custom office at Paris of goods exported was 168,572,187 francs, of which 90,167,778 francs were for goods not entitled to premium, 78,404,409 francs were for goods entitled to premium. A large part of the exports of Paris consists of goods not manufactured there, but purchased at the warehouses of the great manufacturers; this is the case with silks, cloth, muslin, and nearly all printed goods.

Of exports, the total value of articles of fashion (hats, dresses, &c.,) was 2,646,708 francs; the total value manufactured was 12,326,113 francs, to which must be added 7,632,012 francs for articles of women's use, included under this head at the custom-house.

The value of hats exported was 1,219,992 francs; of hats manufactured, 16,762,680 francs. The export of umbrellas and parasols amounted to 1,060,136 francs; the manufactured to 7,408,429 francs.

The following is the comparative amount of the production of some of the chief branches of Paris industry in 1847:—

Tailors.....frances	80,649,320	
Butchers.....	74,893,432	
Adding sausage-makers.....	15,731,312	90,624,744
Bakers.....	60,242,390	
Adding pastry-cooks.....	12,255,087	72,497,477
Shoemakers.....	43,282,487	
Jewelers.....	41,599,934	
Adding trinkets of all kinds.....	19,288,900	60,888,834
Goldsmiths.....	29,026,100	
Lace-makers.....	28,404,957	
Cabinet-makers.....	27,982,950	
House-joiners.....	26,958,885	
Masons.....	26,853,740	
Linen-drapers.....	26,553,698	
Including sempstresses.....	9,630,140	36,183,846
Mecanicians, (manufactures).....	25,647,850	
Sugar refiners.....	23,500,000	
Curriers.....	23,424,890	
Adding tanners.....	10,232,400	33,657,290
Upholsterers.....	20,663,202	
Carriage-makers.....	19,397,324	
Locksmiths.....	18,600,835	
Manufacturers in bronze.....	18,493,979	
Hatters.....	16,762,680	
Carpenters.....	16,137,000	
House-painters.....	16,134,510	
Printers.....	15,247,211	
Adding lithographers.....	7,798,864	23,046,075
Makers of gloves of skins.....	14,268,247	
Miliners and dress-makers.....	12,326,113	
Refiners of oil.....	12,260,000	
Laundresses.....	12,060,187	
Piano-makers.....	11,486,070	
Artificial-flower makers.....	11,055,668	
Metal founders.....	10,933,550	
Paper-hangings.....	10,227,150	
Stove-makers.....	10,171,847	
Shawl-makers.....	9,898,480	
Military equipments.....	9,801,350	
Perfumery.....	9,741,853	
Groceries, (manufacturers).....	9,621,259	

With a word upon the plan of this great report we take our leave of it for the present. It is divided into three parts. In the first, the facts collected are analyzed, and the general tables are given. In the twenty-three chapters of this part, the general results are stated, and in a chapter devoted to each of the thirteen groups of industry the general conclusions as to that group are given. With the tables this part takes up about 300 pages. The second part forms the body of the work, taking up 909 pages folio. Each of the 325 "industries" of Paris is considered separately, a table is given, showing the number of manufacturers in each *arrondissement*, the number of workmen employed, the amount of business, the number of per-

manent workmen, and women, and children, of transient workmen, and the number of men and women paid by the day and by the piece. Each table is followed by full and detailed remarks upon the nature of the branch of industry, the amount of business, the principal seat of it at Paris, pay, manners, and habits of workmen, dull season, and other points.

There is a number of large public establishments at Paris, employing workmen, the statistics of which could not properly have a place with the statistics of private industry. These establishments are the national manufacture of the *gobelins*, (carpets and hangings,) the manufacture of tobacco, the national printing-office, the mint, stamp-office, the bakery of the army, the bakery of the hospitals, the bakery of the prisons, spinning establishment for the poor, (*filature des indigents*), prison workshops, the funeral establishments, the theaters. To these the third part is devoted, and completes this huge folio of 1,300 pages, the beautiful paper and printing of which put to shame the miserable specimens of "public printing" which disgrace our government, while they enrich the partisan contractor. The details given respecting these public establishments are very interesting, and some of them sufficiently curious. We shall, from time to time, in future numbers of the *Merchants' Magazine*, endeavor to give the results of this inquiry, with regard to the more important of the numerous branches of industry at Paris; we take our leave for the present of this valuable report with the hope that the time will come when legislation, either for village, town, township, city, county, State, or nation, will not be considered safe, or just, or possible, without a minute, personal inquiry into the numbers, names, ages, wages, income, occupations, habits, and education of every man, woman, and child of the community.

Art. II.—THE SEA AND THE CIRCULATION OF ITS WATERS.*

If we take a sample of water which shall fairly represent in the proportion of its constituents the average water of the Pacific ocean, and analyze it;—and if we do the same by a similar sample from the Atlantic, we shall find the analysis of the one to resemble that of the other as closely as though the two samples had been taken from the same bottle after having been well shaken. How then shall we account for this, unless upon the supposition that sea water from one part of the world is in the process of time brought into contact and mixed up with sea water from all other parts of the world?

This fact, as to uniformity of components, appears to call for the hypothesis that sea water which to-day is in any part of the ocean, will, in the process of time, be found in another part the most remote. It must therefore be carried about by currents; and as those currents have their offices to perform in the terrestrial economy, they probably do not flow by chance, but in obedience to physical laws; they no doubt, therefore, maintain the order and preserve the harmony which characterize every department of God's handy-work upon the threshold of which man has as yet been permitted to stand, to observe or to comprehend.

* Lecture in the People's Course on the Sea and the Circulation of its Waters. delivered at the Tabernacle, 11th January, 1853, by M. F. MAURY, LL. D., U. S. Navy.

Every drop of water in the sea is obedient to law and order, as are the members of the heavenly host in the remotest regions of space. For when the morning stars sang together, "the waves also lifted up their voice" in the almighty anthem; and doubtless, therefore, the harmony in the depths of the ocean is in tune with that which comes from the spheres above. We cannot doubt it. For were it not so, were there no channels of circulation from one ocean to another, and if, accordingly, the waters of the Atlantic were confined to the Atlantic, or if the waters of the arms and seas of the Atlantic were confined to these arms and seas, and had no channels of circulation by which they could pass out into the ocean, and traverse different latitudes and climates, then the waters and arms of these seas would, as to their constituents, become, in process of time, very different from the sea waters in other parts of the world.

For instance, take the Red sea and the Mediterranean by way of illustration: upon the Red sea there is no precipitation. It is in a rainless region; not a river runs down to it, nor a brook empties into it; therefore there is no process by which the salts and washings of the earth which are taken up and held in solution by rain or river water, can be brought down into the Red sea. The air takes up from it in the process of evaporation fresh water, leaving behind all the solid matter which the sea there holds in solution.

On the other hand, numerous rivers discharge into the Mediterranean; some of which are filtered through soils and among minerals which yield one kind of salts or soluble matter; another river runs through a limestone or volcanic region of country, and brings down in solution solid matter, it may be common salt, sulphate or carbonate of lime, magnesia, soda, potash, or iron; either or all may be in its waters. Still the constituents of sea water from the Mediterranean, and of sea water from the Red sea, are quite the same.*

How, therefore, shall we account for this sameness of compound, but upon the supposition of a general system of circulation in the ocean, by which, in the process of time, water from one part is conveyed to another the most remote, and by which a general interchange and commingling of the waters take place?

The chief motive power from which marine currents derive their velocity, has been ascribed to heat; but a close study of the agents concerned has suggested that an important—nay, a powerful and active agency in the system of oceanic circulation is derived through the instrumentality of the winds, of marine plants and animals, and from the salts of the sea water. They give the ocean great dynamical force.

Let us, for the sake of illustration and explanation, suppose the sea in all its parts—in its depths, and at the surface, at the equator, and about the

* "The solid constituents of sea water amount to about $3\frac{1}{2}$ per cent of its weight, or nearly half an ounce to the pound. Its saltiness may be considered as a necessary result of the present order of things. Rivers which are constantly flowing into the ocean contain salts varying in amount from 10 to 50 and even 100 grains per gallon. They are chiefly common salt, sulphate and carbonate of lime, magnesia, soda, potash, and iron; and these are found to be the main constituents of sea water. The water which evaporates from the sea is nearly pure, containing but very minute traces of salts. Falling as rain upon the land, it washes the soil, percolates through the rocky layers, and becomes charged with saline substances which are borne seaward by the returning currents. The ocean, therefore, is the great depository of everything that water can dissolve and carry down from the surface of the continents; and as there is no channel for their escape, they of course constantly accumulate."—*Youman's Chemistry*.

"The case of the sea," says Fownser, "is but a magnified representation of what occurs in every lake into which rivers flow, but from which there is no outlet except by evaporation. Such a lake is invariably a salt lake. It is impossible that it can be otherwise; and it is curious to observe that this condition disappears when an artificial outlet is produced for the waters."

poles—to be of one uniform temperature, and to be all of fresh water. In this case, there would be nothing of heat to disturb its equilibrium, and there would be no motive power to beget currents, or to set the water in motion by reason of the difference of specific gravity due to water at different densities and temperatures.

So far, we only derive from evaporation and precipitation over the supposed fresh water sea, a slight surface current towards the equator, and, of course, we have the forces for but a partial oceanic circulation.

The motive power of such a current would be gravitation, acting upon an inclined plane.

So far in the progress of illustration we have apparent counteraction; for we have, on one hand, the sea-level lowered in the equatorial regions by evaporation, and raised by the expansive force of heat on the other; we have also the sea-level of the Polar regions raised on one hand by precipitation, and lowered on the other by the contraction due the diminution of temperature there. But this counteraction is only apparent, for the increase of temperature about the equatorial, and the decrease of it about the Polar regions can only produce a certain effect, which, like the effect of the centripetal force upon the figure of the earth, in elevating the sea-level at the equator, becomes constant, and which, like every other constant in nature, is compensated; whereas, the process of evaporation and precipitation being continued, the difference of level created by these in different parts of the ocean is accumulative and not constant. It, therefore, remains for currents to restore.

We have now traced from their principles of action the effect of two agents, which in a sea of fresh water would tend to create currents, and to beget a system of aqueous circulation; but a set of currents and a system of circulation, which, it is readily perceived, would be quite different from those which we find in the salt sea. One of these agents would be employed in restoring, by means of one or more Polar currents, the water that is taken from one part of the ocean by evaporation, and deposited in another by precipitation. The other agent would be employed in restoring, by the forces due differences of specific gravity, the equilibrium which has been disturbed by heating, and of course expanding, the waters of the Torrid Zone on one hand, and by cooling, and consequently contracting, those of the Frigid Zone on the other. This agency would, if it were not modified by others, find expression in a system of currents and counter currents, or rather in a set of surface currents of warm and light water from the equator towards the poles, and in another set of under currents of cooler, dense and heavy water, from the poles towards the equator.

Such, keeping out of view the influence of the winds which we may suppose would be the same whether the sea were salt or fresh, would be the system of oceanic circulation were the sea all of fresh water.

If this train of reasoning be good, we may infer that in a system of oceanic circulation, the dynamical force to be derived from difference of temperature, where the waters are all fresh, would be quite feeble. And that were the sea not salt, we should probably have no such current in it as the Gulf Stream.

So far we have been reasoning hypothetically to show what would be the chief agents, exclusive of the winds, in disturbing the equilibrium of the ocean, were its waters fresh and not salt. And whatever disturbs equilibrium there, may be regarded as the *primum mobile* in the system of marine currents.

Let us now proceed another step in the process of explaining and illustrating the effects of the salts of the sea in the system of oceanic circulation. To this end, let us suppose this imaginary ocean of fresh water suddenly to have become that which we have, viz.: an ocean of salt water, which contracts as its temperature is lowered, till it reaches 28° or thereabout.

Let evaporation now commence in the trade-wind region, as it was supposed to do in the case of the fresh water seas, and as it actually goes on in nature—and what takes place? Why a lowering of the sea level as before. But as the vapor of salt water is fresh, or nearly so, fresh water only is taken up from the ocean: that which remains is therefore more salt; thus, while the level is lowered in the salt sea, the equilibrium is destroyed because of the saltiness of the water, for the water that remains after the evaporation takes place, is on account of the solid matter held in solution, specifically heavier than it was before any portion of it was converted into vapor.

The vapor is taken from the surface water: the surface water thereby becomes more salt, and consequently heavier; it therefore sinks; and hence we have due to the salts of the sea a vertical circulation, viz.: a descent of heavier—because saltier and cooler—water from the surface, and an ascent of water that is lighter—because it is not so salt—from the depths below.

This vapor then which is taken up from the evaporating regions—by which is meant those regions where the evaporation is greater than the precipitation,—is carried by the winds through their channels of circulation, and poured back into the ocean, where the regions of precipitation are;—and by the regions of precipitation I mean those parts of the ocean, as in the polar basins, where the ocean receives more fresh water in the shape of rain, snow, &c., than it returns to the atmosphere in the shape of vapor.

In the precipitating regions, therefore, the level is destroyed, as before explained, by elevation; and in the evaporating regions, by depression; which, as already stated, gives rise to a system of surface currents moved by gravity alone from the poles to the equator.

But we are now considering the effects of evaporation and precipitation in giving impulse to the circulation of the ocean where its waters are salt.

The fresh water that has been taken from the evaporating regions is deposited upon those of precipitation which, for illustration merely, we will locate in the North Polar Basin. Among the sources of supply of fresh water for this basin, we must include not only the precipitation which takes place over the basin itself, but also the amount of fresh water discharged into it by the waters of the great hydrographical basins of Arctic Europe, Asia, and America.

This fresh water, being emptied into the Polar sea, and agitated by the winds, becomes mixed with the salt; but, as the agitation of the sea by the winds extends to no great depth, it is only the upper layer of salt water, and that to a moderate depth, which becomes mixed with the fresh. The specific gravity of this upper layer, therefore, is diminished just as much as the specific gravity of the sea water in the evaporating regions was increased. And thus we have a surface current of saltish water from the poles toward the equator, and an under-current of water saltier and heavier from the equator toward the poles. This under current supplies in a great measure the salt which the upper current, freighted with fresh water from the clouds and rivers, carries back.

Thus it is to the salts of the sea, that we owe that feature in the system of oceanic circulation which causes an under current to flow from the Medi-

terreanean into the Atlantic, and another from the Red sea into the Indian ocean. And it is evident, since neither of these seas is salting up,—that just as much, or nearly just as much salt, as the under current brings out, just so much must the upper currents carry in.

Hence we infer that the currents of the sea, by reason of its saltness, attain their maximum of volume and velocity. Hence, too, we infer that the transportation of warm water from the Equator toward the frozen regions of the Poles, and of cold water from the Frigid toward the Torrid Zone, is facilitated; and consequently here, in the saltness of the sea, have we not an agent by which climates are mitigated—by which they are softened and rendered much more salubrious than it would be possible for them to be, were the waters of the ocean deprived of this property of saltness?

If these inferences as to the influences of salts upon the currents of the sea, be correct, the same cause which produces an under current from the Mediterranean, and an under current from the Red sea into the ocean should produce an under current from the ocean into the north polar basin—it being supposed, merely for the present, that there is a surface current through Davis's Straits always setting out of the Polar sea. In each case, the hypothesis with regard to the part performed by the salt in giving vigor to the system of oceanic circulation requires that, counter to the surface current of water with less salt, there should be an under current of water with more salt in it.

Now then, whence, unless from the difference of specific gravity due sea water of different degrees of saltness, can we derive a locomotive power sufficient to give such tremendous masses of ice such a velocity?

What is the temperature of this under current? Be that what it may, it is probably above the freezing point of sea water? Suppose it to be at 36° .

This under Polar current water, then, as it rises to the top, and is brought to the surface by the agitation of the sea in the Arctic regions, gives out its surplus heat, and warms the atmosphere there till the temperature of this warm under current water is lowered to the requisite degree for going out on the surface. Hence the water sky of those regions.

And the heat which it loses in falling from its normal temperature, be that what it may, till it reaches the temperature of 28° , is so much caloric set free in the Polar regions to temper the air and mitigate the climate there. Now, is not this one of those modifications of climate which may be fairly traced back to the effect of the saltness of the sea in giving energy to its circulation?

Moreover, if there be a deep sea in the Polar basin, which serves as a receptacle for the waters brought into it by this under current, which, because it comes from toward the equatorial regions, comes from a milder climate, and is, therefore, warmer, we can easily imagine why there might be an open sea in the Polar regions, why Lieut. De Haven in his instructions was directed to look for it; and why both he and Captain Penny, of one of the English searching vessels, found it there. Franklin owes his safety to salts of sea.

And in accounting for this Polynia, we see that its existence is not only consistent with the hypothesis with which we set out, touching a perfect system of oceanic circulation, but that it may be ascribed, in a great degree, at least, if not wholly, to the effect produced by the salts of the sea upon the mobility and circulation of its waters.

Here then is an office which the sea performs in the economy of the uni-

verse by virtue of its saltness, and which it could not perform were its waters altogether fresh. And thus philosophers have a clue placed in their hands which will probably guide them to one of the many hidden reasons that are embraced in the true answer to the question, "why is the sea salt?"

But we find in sea-water other matter besides common salt. Lime is dissolved by the rain and the rivers, and emptied in vast quantities into the ocean. Out of it, coral islands and coral reefs of great extent—marl beds, shell banks, and infusorial deposits of large dimensions, have been constructed by the inhabitants of the deep.

These creatures are endowed with the power of secreting, apparently for their own purposes only, solid matter, which the waters of the sea hold in solution. But this power was given to them, that they also might fulfil the part assigned to them in the economy of the universe. For to them, probably, has been allotted the important office of assisting in giving circulation to the ocean, and of helping to regulate the climates of the earth.

The better to comprehend how such creatures may influence currents and climates, let us suppose the ocean to be perfectly at rest;—that throughout it is in a state of complete equilibrium;—that, with the exception of those tenants of the deep which have the power of extracting from it the solid matter held in solution, there be no agent in nature capable of distributing that equilibrium;—and that all these fish, &c., have suspended their secretions, in order that this state of a perfect aqueous equilibrium and repose throughout the sea might be attained.

In this state of things—the waters of the sea being in perfect equilibrium—a single mollusk or coralline, we will suppose, commences his secretions, and abstracts from the sea-water solid matter for his shell. In that act, this animal has destroyed the equilibrium of the whole ocean; for the specific gravity of that portion of the water from which this solid matter has been abstracted is altered. Having lost a portion of its solid contents, it has become specifically lighter than it was before; it must, therefore, give place to the pressure which the heavier water exerts to push it aside and occupy its place, and it must consequently travel about and mingle with the waters of the other parts of the ocean, until its proportion of solid matter be returned to it, and until it attains the exact degree of specific gravity due sea-water generally.

How much solid matter does the whole host of marine plants and animals abstract from sea-water daily? Is it a thousand pounds, or a thousand millions of tons? No one can say. But whatever be its weight, it is so much of the power of gravity applied to the dynamical forces of the ocean. And this power is derived from the salts of the sea, through the agency of sea shells and other marine animals, that of themselves scarcely possess the power of locomotion. Yet they have power to put the whole sea in motion, from the equator to the poles, from the surface to the bottom.

The sea breeze and the sea shell, in performing their appointed offices, act in such a way as to give rise to a reciprocating motion in the waters: thus they impart to the ocean dynamical forces for its circulation.

The sea breeze plays upon the surface: it converts only fresh water into vapor, and leaves the solid matter behind. The surface water thus becomes specifically heavier, and sinks. On the other hand, the little marine architect below, as he works upon his coral edifice at the bottom, abstracts from the water there a portion of its solid contents; it therefore becomes specifically lighter, and up it goes ascending to the top with increased velocity, to

take the place of the descending column, which, by the action of the winds, has been sent down, loaded with fresh food and materials for the busy little mason in the depths below.

Seeing then that the inhabitants of the sea, with their powers of secretion, are competent to exercise at least some degree of influence in disturbing equilibrium, are not these creatures entitled to be regarded as agents which have their offices to perform in the system of oceanic circulation? It is immaterial how great or how small that influence may be supposed to be; for, be it great or small, we may rest assured that it is not a chance influence, but it is an influence exercised—if exercised at all—by design, and according to the commandment of Him whose “voice the wind and sea obey.” Thus God speaks through sea shells to the ocean.

It may therefore be supposed that the arrangements in the economy of nature are such as to require that the various kinds of marine animals, whose secretions are calculated to alter the specific gravity of sea-water, to destroy its equilibrium, to beget currents in the ocean, and to control its circulation, should be distributed according to order.

Upon this supposition, the like of which nature warrants throughout her whole domain, we may conceive how the marine animals of which we have been speaking, assist also to regulate climates, and to adjust the temperature of certain latitudes. For instance, let us suppose the waters in a certain part of the Torrid Zone to be 70° , but by reason of the fresh water that has been taken from them in a state of vapor, and consequently by reason of the proportionate increase of salts, these waters are heavier than waters that may be cooler, but not so salt. This being the case, the tendency would be for this warm but salt and heavy water to flow off as an under current toward the Polar or some other regions of lighter water.

Such an under current, by reason of the limited conducting powers of water for heat, would preserve its high temperature for a length of time, and for great distances—cooling, of course, somewhat by the way.

This under current may be freighted with heat to temper some hyperborean region, or soften some extra-tropical climate; for we know that such is among the effects of marine currents. At starting it might have been, if you please, so loaded with solid matter, that though its temperature were 70° , yet by reason of the quantity of such matter held in solution, its specific gravity might have been greater than that of extra-tropical sea-water generally at 28° .

Notwithstanding this, it may be brought into contact, by the way, with those kinds and quantities of marine organisms that shall abstract solid matter enough to reduce its specific gravity, and, instead of leaving it greater than common sea-water at 28° , to make it less than common sea-water at 40° , in such a case this warm sea-water, when it comes to the cold latitudes, would be brought to the surface through the instrumentality of shell-fish and various other tribes that dwell far down in the depths of the ocean. Thus we perceive that these creatures, though they are regarded as being so low in the scale of creation, may, nevertheless, be regarded as agents of much importance in the terrestrial economy, for we perceive that they are capable of spreading over certain parts of the ocean those benign mantles of warmth which temper the winds, and modify, more or less, all the marine climates of the earth.

The makers of nice astronomical instruments, when they have put the different parts of their machinery together, and set it to work, find, as in the

chronometer for instance, that it is subject in its performance to many irregularities and imperfections. That in one state of things there is expansion, and in another state contraction, among cogs, springs, and wheels, with an increase or diminution of rate. This defect the makers have sought to overcome; and with a beautiful display of ingenuity, they have attached to the works of the instrument a contrivance which has had the effect of correcting these irregularities by counteracting the tendency of the instrument to change its performance with the changing influences of temperature.

This contrivance is called a *compensation*, and a chronometer that is well regulated and properly compensated, will perform its office with certainty, and preserve its rate, under all the vicissitudes of heat and cold to which it may be exposed.

So too in the clock-work of the ocean, and the machinery of the universe: order and regularity are maintained by a system of compensations. A celestial body, as it revolves round its sun, flies off under the influence of centrifugal force; but immediately the forces of compensation begin to act: the planet is brought back to its elliptical path, and held in the orbit for which its mass, its motions, and its distance were adjusted. Its compensation is perfect.

So too with the salts and shells of the sea in the machinery of the ocean: from them are derived principles of compensation, the most perfect; through their agency, the undue effects of heat and cold, of storm and rain, in disturbing the equilibrium and producing thereby currents in the sea, are compensated, regulated, and controlled.

The dews, the rains, and the rivers are continually dissolving certain minerals of the earth, and carrying them off to the sea.

Hence with diffusive salts old ocean steeps
His emerald shallows, and his sapphire deeps.

This is an accumulating process; and if it were not *compensated*, the sea would finally become as the Dead Sea is, saturated with salt, and therefore unsuitable for the habitation of many fish of the sea.

The sea shells and marine insects afford the required *compensation*. As the salts are emptied into the sea, these creatures secrete them again, and pile them up in solid masses, to serve as the bases of islands and continents, to be in the process of ages upheaved into dry land, and then again dissolved by the dews and rains, and washed by the rivers away into the sea.

Thus we behold shells and animalculæ in a new light. May we not now cease to regard them as beings which have little or nothing to do in maintaining the harmonies of creation? On the contrary, do we not see in them the principles of the most admirable compensation in the system of oceanic circulation? We may even regard them as regulators, to some extent, of climates in parts of the earth far removed from their presence. There is something suggestive both of the grand and the beautiful in the idea, that while the insects of the sea are building up their coral islands in the perpetual summer of the tropics, they are also engaged in dispensing warmth to distant parts of the earth, and in mitigating the severe cold of the Polar winter.

Art. III.—THE TRADE AND COMMERCE OF ST. LOUIS IN 1852.

In an article which we prepared and published in August, 1846, (*Merchants' Magazine*, vol. xv., 162-171,) we gave a brief historical sketch of St. Louis, and its progress in Commerce, population, &c. In March, 1851, (vol. xxiv., pages 298-316,) we published the annual statement of the *Missouri Republican*, for the year ending December 31st, 1850; and in March, 1852, (vol. xxvi., pages 306-325,) a similar statement for the year 1851. For a copy of the subjoined annual review of the Commerce of St. Louis, for the year 1852, carefully compiled from daily reports published in the *Missouri Republican*, and other reliable sources, we are indebted to A. B. CHAMBERS, Esq. This history or review shows an increased business in almost every important branch of trade, that must gratify our mercantile friends in the great and growing West.

MISSOURI REPUBLICAN OFFICE, }
January 3d, 1853. }

A comparative table of the receipts of produce the present and past years, will show in some articles a considerable falling off. Particularly is this the case in grain. We must attribute this result, in a great measure, to the low stage of the rivers, which continued during a large portion of the business season, and which is almost unprecedented in our commercial history. From June until December, with the exception of an occasional temporary rise, the Mississippi, and its tributaries in this section, were almost too low for the smallest class of boats, and on the Illinois barges had to be resorted to for the purpose of transporting the produce of the country to this market. High freights were demanded, as a matter of course, and this advance on the usual river charges had a tendency to keep back a considerable portion of the staples. The wheat crop was estimated as very large, and yet by reference to our tables it will be found, that the deficit of the year just passed, as compared with the previous one, shows an amount over 100,000 bushels. It may be that the crop was over estimated, and it may be that the home consumption required more than the ordinary allowance, and it may be that trade has been in a measure diverted through the northern channel, or that a considerable portion yet remains in the granaries of the farmers; but taking the great difference into consideration, it is a matter that deserves the attention of the business portion of our citizens. If it shall be ascertained that low water was the cause, the spirit recently expressed in regard to a general system of internal improvements should be fostered and improved. During the past season a very practical and satisfactory test was made of the value to our Commerce of artificial means of communication. The test was made, too, at a most favorable time for exhibiting fairly the practicability and importance of these improvements. It was during the season of extreme drouth, when navigation was nearly suspended, and when receipts of products, in consequence, were light and inconsiderable; and although the road opened was comparatively a short one, and the country rendered tributary thereby but small in its extent and new in its settlement, yet the effect produced was so apparent that every department of industry felt its influence. We refer to the opening during the summer of the Alton and Springfield Railroad. The result was most satisfactory. The company were obliged, on account of the enhancement of business, to employ an additional packet between this port and Alton, notwithstanding a very short time before, prior to the completion of the work, one of the packets had discontinued her semi-daily trips between the two points. The favorable results to this city from this work, has deeply impressed our citizens with the necessity for an extensive system of railway communications, and active preparations have already been made for the construction of important works. A few years at farthest will see our Commerce enlarged under this wise policy, the

transportation of the various products of the country rendered safe and certain at all seasons, and agriculture greatly enlarged. St. Louis has grown into her present proportions without the aid of a single mile of railroad or canal, and without even the removal of an obstruction in the natural channels through which her Commerce flows; her prosperity is the result of a few years' progression; and when the present contemplated works are finished, extending through the richest portions of our own State, traversing Illinois through her whole breadth, and by collateral links draining, in both States, an immense extent of country, it may reasonably be supposed that our commercial and consequent general prosperity will be most beneficially influenced, and that our metropolis will enlarge her borders with more rapidity than has yet been witnessed.

These observations are not merely theoretical; practical results, emanating from like improvements both in the East and West, sufficiently prove the great benefits to be derived from artificial connections with the interior, as well as with other important commercial points. The able review of the Cincinnati market, for the year ending the 31st of August last, contains important data in relation to improvements of the kind of which we are speaking, and which exhibit the most interesting results. If we would retain the trade under which we have prospered, we must connect, by rail-road and plank-road, with the points from which our Commerce has received its support; the river channels must be improved, and facilities offered as great or greater, than other entrepôts are offering, for the transmission of the various products, cheaply, safely, and without delay.

This point, at no distant day, must become important as a manufacturing one. The heaviest business in this department will doubtless be in iron. The State boasts of her mountains of ore, and the coal region is immediately at our doors. Within a few years past the articles made of iron have multiplied beyond any expectation. Railing, fencing for agricultural uses, window-sash, door-fronts, columns, caps, telegraph-wire, water-pipe, are a few only of the uses to which the article has lately been applied; while speculation begins to whisper about entire buildings being constructed, and entire streets paved with it. The shops of St. Louis compete with the best artisans elsewhere for the manufacture of steam-engines, and of every species of machinery. A connection with Pilot Knob and the Iron Mountain, by railroad, will obviate at once the difficulty to an embarkation of the kind, by placing the ore at the furnace cheaply and expeditiously, and thus bringing into general use this great metal. Missouri contains thus, within her own bosom, an element of wealth that has not yet been brought into requisition, and which is destined at no distant day to give a strong and vigorous pulsation to her growth in wealth. Besides this, we have lead and copper ore in abundance, exhaustless, and second in quality to the yield of no other region. The tests made of the latter, recently, place it favorably as regards purity, with the product of Lake Superior, while its contiguity to our city, its easy access to the line of the Pacific Railroad, and the cheap mining requisite to obtain it, render an investment in its manufacture certainly profitable.

The principal deficit in the receipts of the year just closed, as compared with the previous one, will be found in hemp, lead, flour, wheat, corn, and oats, and the following table, compiled the present year, by the Secretary of the Exchange will show particularly the relative imports of the two seasons of the principal products of the country.

	1851.	1852.		1851.	1852.
Tobaccohhds.	10,371	14,053	Beefbbles.	8,872	11,165
"boxes	8,380	12,388	"tierces	5,640	6,546
"bales	....	300	Porkbbles.	108,013	66,306
Hemp	65,366	49,122	"tierces	15,793	2,704
Leadpigs	503,571	409,314	Lardbbles. & trcs.	52,208	42,515
Flourbbles.	193,892	181,383	"kegs	14,450	11,815
Wheatbush.	1,700,708	1,591,886	Bacon, csks & hhds.	16,791	11,285
Cornsacks	1,840,900	344,720	"bbles. & boxes	1,564	1,790
Oats	794,421	323,081	"pieces	6,620	18,809
Barley and Malt ..	101,674	47,264	Whiskybbles.	47,991	46,446

	1851.	1852.		1851.	1852.
Hides	99,736	97,148	Coffee.....sacks	101,904	96,245
Bagging ....pieces	2,746	3,650	Molasses, hhds., bbls.	40,251	54,935
Bale rope ....coils	34,088	42,121	Salt.....bbls.	46,250	42,281
Sugar.....hhds.	29,276	35,283	Salt.....sacks	216,933	266,616
" bbls. & boxes	36,687	27,672	Nails.....kegs	57,862	42,201
"bags	....	31,745			

By the above statement it will be observed that in nearly all the staples of the country, the receipts of this year are far below those of last. The table is not as full and, we fear, as accurate as the importance of the subject demands; but with such data as we have, it is presented.

MONEY MARKET.—Taking the year through, the money market has shown but little fluctuation, and a high, sound standard has been exhibited in the varied transactions of the country, through the legitimate mediums of currency and exchange. The amount of exchange sold during the year is estimated at \$20,000,000. From the 1st to the 10th of January it stood at par; from the last date to the 1st of April at $\frac{1}{4}$ per cent premium; from the 1st of April to the 24th of May $\frac{1}{2}$ per cent; from the 24th of May to the 24th of June par; from the 24th of June to the 1st of December $\frac{1}{4}$ per cent premium; from the 1st of December to the 1st of January par. Under the operation of the Illinois Banking Law many houses have been established, and their issues now form principally the circulating medium of Missouri and the adjoining States.

HEMP.—This important staple shows a decrease, in our port receipts, the past year, of 16,548 bales, as compared with the previous season. The falling off may be partially accounted for in the increased manufacture of rope in the State, which our table exhibits. During the year, several manufacturing establishments have been erected on the Missouri and Mississippi Rivers, at Liberty, Lexington, Glasgow, and other points on the former, and on the latter at Hannibal and Quincy.—These consume, in the aggregate, about ten tons daily during the running season. The recently erected rope walks at Lexington and Liberty are extensive; they are propelled by steam, and capable of manufacturing fifty coils each, of bale rope per day. Allowing each factory to be in operation eight months in the year, the increased home consumption will be over 2,000 tons effected by these new establishments. As yet the manufacture of bagging is meager, and comparatively unimportant, the principal, or, in fact, the whole of this article, is furnished by the penitentiaries at Jefferson City and Alton. There can be no doubt, however, but that in a short time, private enterprise will enter the field, and the home, as well as a large export demand, will be supplied by our own factories. Should the steamboat law go into operation, with all its requirements, shippers will be obliged to use bagging for covering their hemp, "when carried on the deck or guards," and the requisite quantity of the raw material for this may be safely estimated at three hundred tons.* In the course of a few years it may well be doubted if the shipment of hemp, in its raw state will amount to any considerable quantity. The demand, which every season is becoming greater, for rope and bagging in the South, and the home consumption, which is all the time enlarging, will induce manufacturers to hackle most of the staple, convert the tow into the requisite material, and ship alone the hackled article. The additional quantities of rope arriving at this point from the Missouri and Upper Mississippi rivers, evidence a spirit of progress in relation to this staple, which will go far to enrich the State. The deficiency in the receipts of the season must, in part, be attributed to the shortness, also, of the crop. The quantity, as well as quality, were below the average, but to what extent we are unable precisely to ascertain. The quality has generally fallen very far short of prime. It was unsuited to the Eastern markets, being flaggy, coarse, and towy, and much

* As this provision of the new steamboat law is important to dealers in Hemp, we annex it, with the remark, that the requirement of the law is construed, not to extend to hemp when carried in the hold of a steamboat: "No loose hemp shall be carried on board any such vessel: nor shall baled hemp be carried on the deck or guards thereof, unless the bales are compactly pressed and well covered with bagging or a similar fabric." This construction is also in accordance with that given to the law by the insurance offices of this city.

of it was sold in those markets at forced sales, and consequent ruinous prices. Operations at home were more satisfactory than those made abroad. The crop preparing for market is represented throughout the State as fully an average one as regards quantity, and as respects its texture it is said to be very superior. About the middle of the month just past, the new crop began to come into market on the Missouri more freely than usual for so early a period of the season, and our information relative to the rot is of the most flattering character. Should anticipation in this respect be generally realized, our market will exhibit, no doubt, in its forthcoming operations, no little enterprise and activity. The product in Kentucky has decreased to a considerable extent, and many of the large manufacturing establishments in that State will be compelled to seek supplies in this market. This, with an enlarged demand at home, and in the East, on account of the superiority of the lint, will give a buoyancy to the staple, well calculated richly to remunerate the grower, and establish the credit of Missouri for the production of this great and important staple.

At the close of the year 1851, the stock in store, and on the market, amounted to 3,000 bales; at this time, not over 500 bales remain unsold. The receipts of the former exceeded any previous year subsequent to 1847, and amounted, as per table, to 65,366 bales. The relative prices of the two seasons, given monthly, are as follows:—

	1851.	1852.		1851.	1852.
January	\$85 a \$110	\$75 a \$92	July.....	\$75 a \$95	\$72 a \$85
February.....	80 a 105	75 a 90	August.....	80 a 95	68 a 87
March.....	85 a 95	60 a 85	September....	80 a 90	83 a 91
April.....	70 a 90	60 a 75	October.....	75 a 85	88 a 100
May.....	70 a 85	62 a 78	November.....	75 a 85	92 a 100
June.....	75 a 82	72 a 82	December.....	78 a 92	88 a 107

The disparity which is shown in the range for the year just closed, must be traced to the extremes of qualities in the product, which may be classed as common and prime. At the beginning of the fall, as the stock became diminished, the better grades ruled high, and the year closed with the staple firm at the figures given.

MONTHLY STATEMENT OF THE RECEIPTS OF HEMP FOR THE YEARS 1851 AND 1852.

	1851.	1852.		1851.	1852.
January.....	27	17	July.....	6,350	8,387
February.....	1,078	312	August.....	8,660	6,311
March.....	4,796	5,745	September.....	7,894	3,057
April.....	9,461	4,737	October.....	2,292	1,717
May.....	12,142	7,539	November.....	438	1,030
June.....	12,064	9,712	December.....	264	254

Total 65,366 48,818

Receipts of 1847 were ..bales	72,222	Of 1849.....bales	46,290
Of 1848.....	47,270	Of 1850.....	60,862

BALE-ROPE AND BAGGING. While the receipts show a large increase this year over last, the quantity manufactured in St. Louis falls short some 5,000 or 6,000 coils. Our city factories were unable to procure a sufficiency of hemp, for reasons above stated; while the establishments above, situated in the region where the product is grown, were more readily and economically supplied. A much larger proportion of the receipts has been sold at this point, however, than during any other year, and the amount will foot up, perhaps, some 8,000 or 9,000 coils. Of that manufactured in St. Louis, 5,000 or 6,000 coils have been sold here. The ruling prices for No. 1 have been pretty uniform, and ranged generally at 5½ cents; No. 2 from 4½ to 5 cents. The quality of Missouri rope has been subject to some complaint during the season; if our manufacturers would secure sales at home and a good reputation abroad for this article,

they must exercise greater care and attention. The receipts of bagging show a small increase over last year; but the supply is quite limited, and by no means adequate to the demand. A number of orders from the South during the season could not be filled, and were returned in consequence of the meagerness of the stock. The receipts of bale-rope during the year 1851 were 34,088 coils; this year, 41,674—leaving a difference in favor of this season's operations of 7,586 coils. The pieces of bagging for 1851 were 2,746; for 1852, 3,650—amount in favor of this year, 904 pieces.

TOBACCO. The sales at our warehouses, for the year just closed, exhibit an excess on the operations of the preceding year of 3,096 hhds. The following table shows the transactions at the Planters' and State Tobacco Warehouses for the past seven years, from 1846 to 1852, inclusive:—

	Planters'	State.		Planters'	State.
1846 hhds.	2,573	971	1850 hhds.	4,169	63
1847	3,854	1,235	1851	4,195	796
1848	3,184	1,083	1852	5,776	2,411
1849	4,982	867			

The large increase in the inspection and sale of tobacco at this point, the present over any former year, is in a great measure to be attributed to the high prices that have ruled in this market in comparison with others, and which prices have induced stemmers to dispose of their lugs here rather than forward them to other places as had heretofore been their general custom. The unusual competition among buyers for shipment and manufacturing purposes, induced this favorable state of the trade; and as we have now several purchasers residing at this point who buy directly for Europe, both on orders from thence as well as for home account, we may fully expect that the production of future crops which will find a sale in this mart, will rapidly and permanently increase, until all the tobacco now sold by the planters to the stemmers and factors in loose condition, shall be prized and forwarded to this market. When this state of things, obviously so much more remunerative to the planter, shall be realized, the whole trade of the stemmer, already so important, and daily increasing, will be centered at this place as the grand depot of the staple, not only of this State, but of Illinois. The receipts by land carriage from the latter State form already no inconsiderable item on our inspection books. This is the present condition of all the principal markets in Virginia, where long experience has taught both parties, farmer and purchaser, the best method of conducting the business to their mutual advantage.

The proportion of fine qualities has not been as large this season as usual, which accounts principally for the high rates at which they have ruled. Although the crop was over an average one, severe wet weather setting in at an inauspicious time, damaged the quality, and materially affected the prospect which an early stage of the season had spread before the planter. There is, however, in the disparity which marks not only this grade, but other qualities of our tobacco, something else than unfavorable weather to which to attribute its comparative inferiority. The fact is admitted, that as regards our lugs and shipping leaf, they command a less price in New Orleans, by from fifty cents to one dollar per hundred, than the growth of some other Western States. The climate and soil of Missouri are as well adapted to the product as any other in the Union, and the legally established system of inspection as thorough and efficient for the purposes designed, and our private premiums as liberal; yet with all these advantages and appliances, our planters have not been able to fully compete with those of Kentucky in the markets of the world. With the raw material equal, the reason must be traced to the inefficient method pursued in the curing and packing process. A rigid assortment, it may be, is not sufficiently adhered to, and in the details generally of housing and preparing for market, some inaccuracies from inattention are permitted, which give to this product of our State an inferior standing. This opinion is somewhat corroborated by the fact that from the interior counties, whence transportation to this market is too high for infe-

rior qualities, the best tobacco is received. Care and labor are necessary to make the article of sufficient value to bear an expensive land carriage, while an extra quality is found adequate to remunerate the planter for the labor, and for the additional charges in reaching a market. The necessity for greater attention by our planters to this matter, is becoming more apparent from the fact that neighboring States are putting forth greater exertions to excel in the growth of this staple. Kentucky has recently adopted an inspection system similar to our own, and the increased transactions in Louisville for the year just closed, are evidence of the great importance of this product in the Commerce of that State. If that market shall acquire a higher character by the inspection system, ours, without a corresponding improvement, must be still further degraded. Cincinnati, also, as a tobacco mart, has placed her claims before the country, and if our planters would earn a reputation for themselves and the State, at home and abroad, the bounties which nature has supplied, for so desirable a result, must be aided by their attention and industry. It is claimed by other points that they possess superior advantages in their central position and in the facilities which natural or artificial channels afford them for reaching the Atlantic ports; but the position occupied by our planters in respect to transportation, will be found equal if not better than those of others. They have a stream which affords every facility for reaching the Gulf coast, and the improvements now complete and in process of construction, will give an outlet in other directions sufficient to compete with any section. As the foreign demand is sufficient to cover the production of the West, our outlet is not easily surpassed. The exportations to Europe for the year 1851 amounted to 95,945 hhds., viz. :—

To Russia.....hhds.	1,856	France.....hhds.	10,101
Sweden.....	1,408	Spain.....	8,958
Hanse Towns.....	22,506	Portugal.....	550
Holland.....	11,871	Italy and Trieste.....	7,651
Belgium.....	523	Africa.....	2,197
Great Britain.....	23,698	Elsewhere.....	1,953
The Colonies of Great Britain.	2,681		

The total receipts at New Orleans, during the last commercial year, (from September, 1851, to September 1, 1852,) were 89,675 hhds.

From the 1st September, 1851, to the close of that same year, the different qualities in New Orleans were quoted as follows:—

Frosted.....cents per lb.	2 a 2½	Leaf, inferior to common....	4½ a 5
Lugs, factory.....	none.	Fair to fine.....	5½ a 6
Planters' do.....	3 a 4	Choice and selections.....	6½ a 7

From the middle of March to the 1st of May following, the ruling rates were—

Lugs, factory...cents per lb.	2 a 5½	Fair to fine.....	4½ a 5
Planters' do.....	3 a 3½	Choice and selections.....	5½ a 6
Leaf, inferior to common....	3½ a 4½		

At the commencement of July, on account of an active demand, the figures were advanced as follows:—

Lugs, factory...cents per lb.	2½ a 3½	Fair to fine.....	5 a 5½
Planters' do	3½ a 4	Choice and selections.....	6 a 7
Leaf, inferior to common....	4½ a 4½		

At the close of the commercial year, (the 1st of September last,) the range was—

Lugs, factory...cents per lb.	3 a 3½	Fair to fine.....	5½ a 6
Planters' do.....	3½ a 4½	Choice and selections.....	6½ a 7½
Leaf, inferior to common....	4½ a 5½		

The sales in our own market during the embraced year, show the following gratifying result:—

	Lugs, factory.	Planters' do.	Leaf, inf. to com.	Fair to fine.	Choice & selections.	Manu- factur'g.
January.....	none.	2 a 2½	2½ a 3	3 a 4	4 a 5	none.
February.....	none.	2 a 2½	2½ a 3	3 a 4	4 a 5	none.
March.....	none.	2½ a 2½	2½ a 3½	3½ a 4	4 a 5	5 a 6
April.....	2½ a 2½	2½ a 3	3 a 3½	3½ a 4	4 a 5	5 a 9
May.....	2½ a 2½	2½ a 3	3 a 3½	3½ a 4	4 a 5	5 a 15
June.....	2½ a 3	3 a 3½	3½ a 3½	2½ a 4	4 a 5	6 a 15
July.....	2½ a 3	3 a 3½	3½ a 3½	3½ a 4	4 a 5	6 a 15
August.....	3 a 3½	3½ a 4	4 a 4½	5 a 5½	5½ a 6½	6 a 15
September.....	3½ a 4½	4 a 4½	4½ a 5	5 a 5½	5½ a 5½	6 a 15
October.....	3½ a 4	4 a 4½	4½ a 5	5 a 5½	5½ a 5½	6 a 12
November.....	3½ a 3½	3½ a 4½	4½ a 4½	4½ a 5	5 a 5½	6 a 12
December.....	none.	3 a 3½	3½ a 4	4 a 4½	4½ a 4½	6 a 12

With regard to the crop now housed, the yield is estimated at one-third less than the last. The quality, however, is said to be far better. The low price which ruled at the planting season deterred the irregular planters from embarking in the growth of the staple, and the drought of the summer proved of considerable detriment to the plants. These two causes sufficiently account for the deficiency. In anticipation of a comparative scarcity, and of superiority in quality, planters are holding their products at from \$1 to \$2 per hundred advance.

The probability is that the staple will bear, the ensuing season, about the same prices that ruled in November last, with the exception of lugs. This quality has ruled at higher figures, in consequence of the demand for the German market, which has been unusually large. Whether this demand will continue to exist to the same extent is questionable.

MANUFACTURED TOBACCO. A few years since a strong prejudice existed against western manufactured tobacco, and the progress of the trade was considerably retarded in consequence; but more recently this feeling has given way, and each season witnesses a further improvement in this branch of industry. This city has now ten establishments, some of them on a large scale. Our manufactured tobacco, of medium and good qualities, is as good as, if not superior to, the Virginia, and some of the fine equal to the best imported. All that is wanting fully to develop the business is, that our merchants and dealers generally should encourage the manufacturers by purchasing at home, and thus give our own industry a fair chance. Prices have ruled from 5 cents a pound for the lowest grade of country brands to 10 and 15 for the best. City manufactured from 10 for common to 14 and 18 for medium, and 22 to 25 for fine, at which rates the article is not firm, with a good prospect of remaining so. The year's operations reach about 8,000 packages, consuming 700 hhds. of the raw material. The increase in the country manufactures this year has been large.

LEAD. The operations of the season show a falling off in this product. A decline has been perceptible in the yield of the upper mines for the last six years, which is thus stated by a gentleman intimately acquainted with the subject:—

Pigs of 70 lbs. in 1847.....	778,469	Pigs of 70 lbs. in 1850.....	568,300
" 1848.....	681,969	" 1851.....	472,608
" 1849.....	628,934	" 1852.....	400,000

The amount of the year just closed, is known up to the 25th November, and from that date to the close of December, the yield is estimated.

The causes to which this deficit is traceable, as shown by the writer alluded to, are 1st. The number of the mining population which the California emigration has carried off, amounting to at least one-half. 2d. The failures in sinking for ores below the water level in the small beds of rock. 3d. The mining population being citizens of foreign birth, who take no interest in mining except for wages. 4th. Want of sufficient economical machinery to drain the wet

grounds. 5th. Want of a sufficient capital, and a more general knowledge of the geology of the lead basins.

Although such a decrease is exhibited, the price of lead has been steadily advancing. In 1847, on the levee at Galena, the rate was \$3 60 per 100 lbs., while during the year just closed the article commanded an advance of \$4 10.

The deficit in the receipts at this port as compared with the preceding year, (1851,) is over 99,000 pigs, and the price at which the article ranged during the year was as follows:—From the first of January to near the close of March, \$4 25, when it fell to \$4 20, and at the commencement of April declined to \$4 10; about the middle of April it rose to \$4 15, and continued gradually rising until the latter part of May, when it attained to \$4 50; from this time until the last of June it alternately stood at \$4 45 and \$4 50, and in July fell to \$4 30 and \$4 35, and thus remained till the middle of August, when it ruled at \$4 40; in the early part of September it commenced a permanent rise, and at the close of that month stood at \$4 50, which position it occupied until the middle of November, when it went up to \$4 75. During the early part of the month of December it ruled firmly at \$4 87½, and toward the middle and close at \$5 00 and \$5 25, at which price our report closes with a decided upward tendency.

The ruling rates for 1851 in this market, as given in our last annual report, were as follows:—

January	\$4 37½ a \$4 40	July	\$4 25 a \$4 30
February	4 37½ a 4 40	August	4 25 a 4 35
March	4 40 a 4 45	September	4 20 a 4 20
April	4 25 a 4 35	October	4 05 a 4 10
May	4 15 a 4 20	November	4 12½ a 4 50
June	4 25 a 4 30	December	4 25 a 4 30

The amount on hand at this time does not exceed 9,000 pigs, and from the present appearance of things it is hardly probable this stock will be much increased until the close of the winter. Upper mines' lead is now held at \$5 50, on account of the small supply on the market.

We are informed by a large operator in the Missouri Southern Mines, that the falling off this year in that section will be at least 45 per cent as compared with last. The cause is traceable entirely to the California emigration. The leads are as favorable as ever they were, and the prospect for the miner as encouraging; but they remain unworked for the want of hands, and unembraced on account of brighter visions farther off.

The *Jeffersonian* of Galena gives the following statement of the operations for the year, with some reasons for the deficiency in the product, which will do to accompany the statements and remarks already given:—

Amount of lead shipped from Galena from 13th March to 16th November, 1852.....	pigs	281,895
Sent forward by railroad to lakes.....		13,893
Pigs.....		295,788
Amount shipped from Dubuque, Potosi, Buena Vista, and Cassville.....		95,794
Total shipments for 1852.....		391,582

When compared with the trade of 1851, there is a deficiency of 82,532 pigs. But this is accounted for by the early closing of navigation, the low water of nearly the whole season, and the bad state of the roads. Immediately preceding the close of navigation, the roads between Galena and the furnace were nearly impassable, and very little lead was received. But the low water of the season, and high freights, were a still more serious interruption to business, and to this is to be added the fact that navigation closed three weeks earlier than usual. In 1851, the last shipment was made December 3d—this year the last was sent forward November 16th. A much larger amount has been, however,

left on the levee at Galena. It is thought that the lead shipments have now reached their minimum, and that hereafter greater supplies may be expected.

FLOUR. In our prefatory remarks we have already spoken of the falling off in this year's receipts of grain and flour, and attributed the cause, in a great measure, to the low stage of our rivers for a considerable length of time after harvest. Many of our city mills have been only partially run this season, as well as last, in consequence of a scarcity of wheat, while two or three have remained almost entirely idle. The deficit in the operations of the present season, as compared with last, is not quite 15,000 bbls., as the following table will exhibit:—

	1851.	1852.		1851.	1852.
Nonantum....bbls.	19,518	6,000	Planters'.....bbls.	38,200	39,810
Atlantic	27,263	41,284	Chouteau	9,700	2,100
Phenix	5,284	6,560	Park	32,000	33,323
O'Fallon.....	12,356	16,943	Washington	13,500	15,000
Pacific.....	39,760	10,000	Franklin	12,160	16,000
Magnolia.....	16,300	.....	Union.	23,909	33,000
Eagle	31,700	28,564	Missouri	4,873	31,200
Saxony	16,700	10,600	Cherry-street.....	9,000	800
Empire.....	35,043	5,000	United States	46,000	59,000
Star.....	14,833	38,000			
Total.....				408,099	393,184

The receipts per river for 1851 were 184,446 bbls.; this year 131,333—difference 53,113. Received by wagons this year, as reported by five houses in the city, (the only houses that received in this way to any extent,) 89,461 bbls.; last year, as reported in the annual statement, 45,000—difference 44,461. The comparative statement of the two years may be thus made:—

	1851.	1852.
Manufactured by city mills.....bbls.	408,099	393,184
Receipts per river.....	184,446	131,333
Receipts per wagons.....	45,000	89,461
Total.....	638,545	613,978
Deficit the present year.....		24,567

The following table of the monthly prices of the two seasons has been compiled with a view to as much accuracy as our means would admit:—

1851.	1852.	1851.	1852.
January. \$3 87 a \$4 50	\$3 75 a \$4 00	July.... \$3 75 a \$4 50	\$3 25 a \$3 35
February 3 75 a 4 60	3 75 a 3 87½	August... 3 75 a 4 50	3 60 a 3 65
March.. 3 60 a 4 50	3 65 a 3 75	Septem'r. 3 60 a 4 37	3 35 a 3 50
April.. 3 50 a 4 50	3 50 a 3 75	October. 3 50 a 4 50	3 40 a 3 60
May.... 3 50 a 4 50	3 55 a 3 75	Novem'r. 3 40 a 4 50	3 65 a 3 90
June... 3 60 a 4 50	3 75 a 4 00	Decem'r.. 3 75 a 4 75	4 00 a 4 50

St. Louis brands have always stood high in distant markets, and they yet maintain their superiority; but the high prices at which grain has ruled this season, and the low rates of flour, have had a tendency to relax the rule of our millers, and induce them to work up less wheat than is their practice. Grain has been out of all proportion to flour, and many of our mills have felt this influence most sensibly. The difference in the receipts per river between the two past years (over 53,000 bbls.) must, in a great degree, be attributed to the low stage of the rivers; for, from the country mills, in our immediate neighborhood, the excess of the present season is nearly 45,000 bbls. The amount in store at this time of country flour cannot be exactly stated. Perhaps of all kinds the total may be put down at 10,000 bbls., and the stock of wheat on hand equal to 15,000 bbls. As navigation for the winter will hardly admit of shipments, whatever may be the export demand, and as the country mills are regular in their supplies, it is not likely that a very great advance can be effected in this season

of apparent scarcity. The year closes with country superfine at \$4 50, and city brands of the same quality nominally at from \$4 75 to \$5. Flour has been an important article in our commercial statistics, and some time since we supplied the Ohio with our manufactures. But for a few years past the decrease has become alarmingly apparent. In 1850 the receipts were published at 318,343 bbls., and the two previous years (1849 and 1848) at 306,524 and 387,314.

WHEAT. The decline in receipts at this port have been steady since 1849. In 1850, they amounted to 1,808,817 bushels; in 1851, to 1,665,346, and this year to 1,591,886. In 1847 and 1848, the receipts were 2,432,377 and 2,194,789 bushels. Our mills were arranged for such receipts as these last exhibit, and are capable of turning out over 3,000 barrels per day. No doubt a large portion of the deficit here exhibited, in the receipt of grain, has been diverted from this point through other channels of trade, and country mills, as the statistics would lead us to believe, are enlarging and extending their business. Whatever the case may be, the effect is apparent, that as a grain market, St. Louis is becoming yearly less and less important. The amount in the hands of millers at this time, does not exceed 65,000 to 70,000 bushels, which, allowing $4\frac{1}{2}$ bushels to the barrel of flour, superfine and extra, is equal to 15,554 barrels, taking the highest figure. The comparative prices for the past two years may be thus given:—

	1851.	1852.		1851.	1852.
January.....	75 a 81 $\frac{1}{2}$	70 a 85	July.....	65 a 80	65 a 70
February.....	70 a 80	62 a 85	August.....	70 a 80	62 a 79
March.....	70 a 80	65 a 80	September....	55 a 70	69 a 75
April.....	60 a 80	55 a 80	October.....	70 a 76	70 a 75
May.....	70 a 85	70 a 81	November.....	70 a 75	65 n 75
June.....	65 a 78	75 a 82	December... ..	75 a 82	85 a 100

CORN. In 1850 and 1851 the receipts of corn were liberal, and exceeded to a considerable amount those of previous years, with the exception of 1847. This year the deficit shows a large falling off. The following table, embracing the years mentioned, is given:—

1847.....bushels	1,016,308	1850.....bushels	1,043,526
1848.....	639,639	1851.....	1,791,100
1849.....	305,864	1852.....	677,000

Several reasons have been advanced to account for this falling off, and among them may be noticed the conversion of a large portion of the grain into pork, the drought of the growing season, and the difficulty of reaching the market. But we think, along with these reasons, no inconsiderable quantities have found their way to the lake. It is stated that from a point on the Illinois River grain can be shipped to Chicago as cheaply and expeditiously as to this point, and that from Chicago to New York the transportation does not exceed the charges from New Orleans to New York. If this be true, Chicago has the advantage of the amount of freight between St. Louis and New Orleans—no inconsiderable item of expenditure in the transportation of an article of the kind. Our object is to speak of the commercial character of this city as the statistics require us, and in doing so it is necessary to say, that other points are successfully contending for an important portion of our receipts, and as the result seems to show, most successfully. We give the rates of the two past years:—

	1851.	1852.		1851.	1852.
January.....	44 a 48	38 a 41	July.....	38 a 43	35 a 48
February.....	41 a 46	30 a 42	August.....	35 a 40	40 a 45
March.....	35 a 40	32 a 37	September....	35 a 38	40 a 45
April.....	35 a 40	33 a 36	October.....	35 a 40	40 a 45
May.....	34 a 38	30 a 43	November.....	31 a 36	43 a 50
June.....	33 a 36	35 a 44	December.....	36 a 40	41 a 43

As far as can be ascertained, there is but little corn on the market at this time.

OATS. The receipts of 1851 were 794,431 bushels against 697,432 for the previous year; this year the receipts dwindle to 338,502 sacks, or 677,000 bushels. The stock on hand is trifling. The comparative rates in prices for the two seasons, may be thus given:—

	1851.	1852.		1851.	1852.
January.....	45 a 50	29 a 30	July.....	30 a 31	30 a 32
February.....	52 a 53	22 a 26	August.....	25 a 26	25 a 29
March.....	45 a 47	22 a 26	September.....	26 a 27	28 a 29
April.....	36 a 40	24 a 27	October.....	25 a 26	31 a 41
May.....	35 a 37	26 a 29	November.....	26 a 27	31 a 41
June.....	30 a 33	29 a 30	December.....	30 a 32	41 a 42

RYE. The receipts of 1851 were about 7,500 bushels; of this year our table shows 6,904 bushels. This grain is in very little request, and sales are only made at long intervals. The price has ranged from 48 to 55 cents, including sacks.

BARLEY. By comparing the receipts of the past and present seasons, it will be observed that a large falling off in barley has resulted. This must be attributed to the low stage of the rivers. The best article is received from Iowa, a section on the Mississippi where low water is most apt to interpose a barrier to navigation. Shipments from the Ohio have not been heavy, and the small supply on the market enhanced prices above the ruling rates of the previous season. At the time when the article was most in demand, the supply was cut off by the cause mentioned; and the season closes with several lots on hand, but with little apparent disposition on the part of buyers to take hold.

WHISKY. As compared with the receipts of 1851, this year shows a falling off of 1,545 bbls. The imports of the two seasons as stated are 47,991 and 46,446. With regard to the amount manufactured in the city, we are unable to give a reliable statement. It is represented by distillers as short of last year's operations, and we should suppose from the light receipts of corn that such is the case.

Comparative prices of the two years:—

	1851.	1852.		1851.	1852.
January.....	22 a 23	16 a 18	July.....	18½ a 19	16½ a 17½
February.....	22½ a 23½	15½ a 16	August.....	19½ a 19½	17 a 20
March.....	20 a 21	15½ a 16½	September.....	21½ a 22	18½ a 19
April.....	18½ a 19	15½ a 15½	October.....	20 a 20½	16 a 18½
May.....	19 a 19½	15½ a 17	November.....	20½ a 21	18½ a 20
June.....	20½ a 21	16 a 17½	December.....	21½ a 22	19½ a ..

The above statement of the amount of receipts differs with some other tables. Taking the data of last year in our possession, the result cannot be otherwise stated. The great deficit in corn would seem to lead to the same conclusion.

PROVISIONS. The price of provisions ruled high for a greater part of the year. At the opening of the pork season, hogs brought \$4 30 and \$4 35 net, upon which an advance was effected before the close to \$4 75 and \$4 85. At these rates our operators did not enter the business as deeply as they had done the preceding season. The ascertained amount of pork cut in the country was 1,398,846 hogs, against 1,662,187 the year before; showing a deficit of 263,341 head, of which deficit this point bore, for its share, 43,000. On the 1st of January, mess pork commanded \$12 50, and at the close of the month \$13 was obtained. It rose gradually through the month of February, and on the 1st of March quotations were reported as high as \$14; at the beginning of April it reached \$15 50, and at the close of that month \$16 50, at which it remained, with occasional slight variations, until the middle of June, when it attained \$18; early in July it brought \$19, and about the middle of August reached its maximum of \$20, which was maintained until the stock in this city, and subject to city orders, was almost entirely exhausted. In October a depression in the

South was felt here, but few, if any, operations were affected by it. The decline was but for a short period; for almost upon the advent of the present season the article rose again in the South to near its former position, and our market opened with the new crop at \$16 50. Through the summer and fall, hams and lard kept pace with barreled meats, and maintained their rates until the close of the season; but shoulders and sides, after attaining to 8½ and 10½, declined about the commencement of the fall, and went down to 5½ and 7½. The transactions of the year, with the exception of those in baconed shoulders and sides, show favorably to operators. The reason for the permanent decline in the products named, must be found in the large quantities thrown in from different points on the markets below, and the comparatively small demand which existed. There is no real cause for the high rates at which shoulders and sides were held, and the advance upon them may be attributed altogether to a speculative feeling among Western operators, and by which many of these operators sustained heavy losses. A greater proportion of meats had been baconed than usual, induced by the belief that it would prove more profitable—a belief predicated upon the prices which ruled at the close of the previous season. The use of hams is general; their range of quality, from common to fancy sugar-cured, is within the reach of nearly all classes; the poor prefer them, in their plainest state, to shoulders or sides, and the wealthy care but little for the enhancement in the prices, superinduced by superiority of curing and preserving; and hence, as we have said, their consumption is general, and every year this consumption appears to be on the increase. The manufacture of lard oil is rapidly extending. This article is now used on machinery of every description, and its consumption by the railways alone is immense. With these demands, hams and lard maintained their stand; but sides and shoulders, used only by a class or two, were unable to recover from their depression. At the close of the season, holders had worked off nearly the whole of their stock, and at the beginning of operations about the middle of November, there was but little on the market. This little left received an advantage from the high rates which new products commanded—and old shoulders at the close realized 6 a 6½, sides 8 a 8½.

The number of hogs packed at this point the past season was 47,000, against 90,000 the year before, and the amount of receipts of barreled, pickled, bulk, and baconed meats, from other points, are given in a tabular form below. Several shipments to this port of the new crop have been already made, and receipts are given monthly, that a correct distinction between the two may be noted:—

	Jan.	Feb.	March.	April.	May.	June.	July.
Pork.....bbls.	...	12,676	18,808	16,206	4,502	39	1,876
Pork.....trcs.	...	671	5	377	182	15	....
Lard.....bbls. & trcs.	360	9,310	10,719	9,867	3,567	358	643
Lard.....kegs	135	2,261	2,572	976	723	404	257
Bacon.....casks & hhds.	165	181	1,725	2,820	1,630	1,093	497
Bacon.....bbls. & boxes	...	131	42	221	167	73	43
Bacon.....pieces	823	3,640	1,836	1,142	1,480	...	....
Pickled and dry salted meats, casks and hhds.....	215	601	1,008	452	161	36	....
Do, trcs. & bbls.....	...	3,491	1,450	1,483	351	...	137
Do, pieces.....	...	40,782	198,851	168,799	7,386	170	962
Do, tons.....	...	.....	250	35	....	...	....
	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	
Pork.....bbls.	....	399	227	1,678	8,128	66,306	
Pork.....trcs.	....	...	...	80	1,374	2,704	
Lard.....bbls. & trcs.	1,262	503	546	659	4,721	42,515	
Lard.....kegs	1,374	148	50	319	2,696	11,815	
Bacon.....casks & hhds.	280	184	973	292	1,445	11,285	
Bacon.....bbls. & boxes	72	17	107	845	17	1,790	

	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Bacon pieces	1,047	195	...	....	8,547	18,809
Pickled and dry salted meats, casks and hhds.	9	20	51	....	37	2,590
Do, tics. & bbls.	301	173	14	7	635	8,042
Do, tics. ....	....	...	...	2,400	19,545	438,925
Do, tons. ....	....	...	...	....	....	285

It is hardly probable that our market will reach the amount of operations which the statistics of last season exhibit. To this date, the deficit, as compared with the corresponding period last year, is about 6,000 head. The prevalent opinion entertained by our packers was, that the crop of 1852 would exceed that of 1851 from 15 to 20 per cent, and they felt a reluctance to contract at any figures higher than those paid the last season. The rise in mess pork late in the fall, stiffened the views of holders, and when the subsequent activity in other markets, created by an Eastern demand, changed the opinion of our operators, and induced the belief that a greater firmness would result to the trade than had been anticipated, other points in this section had taken the bulk of the hogs. Prices opened at \$4 75 and \$5, and by the first of the month just closed reached \$6, at which hogs held steady for a week or two, when they commanded \$6 10, \$6 25, \$6 30, and \$6 40, and the year closed with the rate at from \$6 25 to \$6 50.

We have observed that purchases made in Western marts the present season, by Eastern operators, tended to render the market buoyant and firm. This is undoubtedly true; for, as a large portion of the products is immediately taken (in many cases in advance of the cutting) at remunerative prices, according to the rates at which hogs rule, there seems to be no apprehension of a probable loss to those who thus dispose of their meats, while such as operate without this guaranty are emboldened with the conviction that this new outlet to our market will relieve the port of New Orleans of a great part of the yield, and thus prevent the fluctuations there which have been so apparent. The rush of produce into that market has made it a very sensitive one; and the gradual dissemination of this product, as well as others, to different points, where a demand exists, must effectually have the most desirable effect. Besides this, it became known that large quantities of hogs were conveyed by railroad from Ohio to New York, not for packing, but for immediate use, and thus, too, an equalization was to be more fully attained. These artificial means of communication are introducing a revolution in the Commerce of the West, by opening outlets in every possible direction for our staples. By these means the produce of the Mississippi Valley will be distributed wherever a demand exists, and the laws of trade will be obeyed without producing those violent enhancements and contractions which have heretofore marked our shipments.

With regard to the proportion of barreled and baconed meats this season, we have no data on which to base an opinion. Cooperage is extremely scarce at this time, and barrels command readily \$1 25. This difficulty may induce a greater quantity of smoked meats. But for this (and how far this impediment may extend we cannot say) we believe the preponderance would be in favor of barreling.

BEEF. For the packing of beef this market has never been very remarkable, operators preferring to send the article off on hoof rather than in barrels. The whole season, perhaps, will not show beyond 3,000 barrels. The receipts at this point are generally forwarded, and the article is but rarely resorted to in the way of speculation. In lieu of this, however, we claim St. Louis as one of the greatest points for the shipment of cattle in the West. It is difficult to state with any great accuracy the number of head which have been shipped South the past year. From the best information to be obtained, we put the amount down at 300 per week, making over 15,000. It is the shipping demand which precludes in a great measure the packing of the article. This demand keeps the price too high for a successful competition with the packing operations at other points. The emigration across the plains employed a large number of our

best cattle, and of course restricted trade to a considerable extent. The year closes with the market high, \$5 50 for choice qualities, and with but comparatively few in the region from which our yards are supplied. The only sales of barreled beef reported at this point have been prime at \$9 25.

SUGAR. The receipts this year have been 35,276 hhds., and 27,672 bbls. and boxes, against 29,276 hhds., 20,854 bbls., and 15,833 boxes last. The year closes with a larger amount on hand than usual, the sudden close of navigation having prevented expected sales. Prices rule low at this time, barely covering cost and charges, and in some instances hardly doing that. The city consumption has increased materially, and the country demand is also enlarging. This will account for the heavy receipts somewhat; but the full crop this year must be taken, in this view, into consideration. We quote common to prime, as the closing rates of the season, at from 3½ to 5 cents.

The following is a statement of sugars received at Belcher's Refinery in 1852, and refined during the year:—

	Received.	Refined.	On hand, Jan. 1, 1853.
Boxes Havana sugars.....	17,521	16,553	985
Hhds. New Orleans and Cuba sugars.....	9,740	7,658	2,082
Bbls. " " ".....	3,397	2,987	410
Bbls. cistern sugars.....	9,980	9,470	510
Bags Manilla and Brazil sugars.....	34,621	29,848	4,773

During same time refined, of molasses and cane sirup, over 10,567 barrels. Number of packages of refined sugars, sirups, and molasses turned out during the year, 103,550.

MOLASSES. Receipts for the year, 54,934 hhds. and bbls., against 40,231 bbls. last. Plantation is now selling at 26 cents, and the market represented as dull:—

INSPECTOR'S REPORT.

MOLASSES.		WHISKY.	
	Bbls. & ½ bbls.		Bbls.
January.....	2,269	January.....	3,105
February.....	3,224	February.....	6,793
March.....	6,904	March.....	7,738
April.....	5,036	April.....	5,384
May.....	2,973	May.....	4,587
June.....	3,648	June.....	4,429
July.....	4,013	July.....	3,936
August.....	2,382	August.....	3,094
September.....	1,561	September.....	2,513
October.....	1,438	October.....	6,240
November.....	4,383	November.....	6,049
December ..	7,811	December.....	4,269
Total	45,642	Total.....	58,128

The inspector's report for last year gave whisky 61,082 bbls., and molasses 37,722 bbls. and 5,483 half-barrels.

COFFEE. As compared with the imports of 1851, the present season shows an increase of over 6,000 sacks. This is not as large a difference as existed between the receipts of 1850 and 1851—the difference being in favor of the latter year of over 28,000 sacks. The stock on hand at this time is represented as not large, and the year closes with the article at 9½ a 9¼ cents for Rio.

SALT. Receipts of Kanawha, 42,281 bbls., against 30,591 last year. The reduction of this article to 25 cents opened a much larger market, and we presume the enhanced sales are to be attributed in a good degree to this cause. Of salt in sacks, embracing L. B., T. I. and G. A., our receipts foot up 266,622 sacks, against 252,855 sacks last year. This is a large increase. The prices, by reason of this increase, have fallen, and the year closes with Turk's Island at 65

cents, and Ground Alum at \$1 05 a \$1 10. The receipts of sacks this year is less 2,400 than that of 1850.

HAY. This article has ranged high during the year, and our last quotations for prime timothy from levee, baled, was \$18 50 per ton. The crop was a fair one throughout this section, but in Ohio, Indiana, and other States, the yield was unusually light, and the New Orleans market had to draw its principal supply from this point. The extreme high rates which that market offered, drew largely on the supply here, and the consequences are that we have but little in store for the winter demand, and this little commands the figures first mentioned. Receipts have been liberal, and the country above the Rapids contains a considerable quantity, which low water has prevented from reaching this city and a market. Last year the highest figure attained was 70 cents per cwt., the lowest 45 cents.

BUTTER AND CHEESE. In consequence of the scarcity of hay this season, farmers have sold, in many instances, their stock, unwilling or unable to winter them. To this cause, in a great degree, may be attributed the deficiency perceptible in the supply of butter and cheese. Of the first, there is in store, of inferior grades, a sufficiency for the present demand; but of prime qualities the market is rather bare. Prices have ruled higher than last season, and we quote prime firm at 25 cents wholesale. The California demand has been large, and considerable quantities have been shipped thither. Cheese, of course, was affected by the same cause, and the supply has been also short of prime qualities. Second qualities are ample and sufficient for the demand. We quote prime Western Reserve at 9 a 9½ cts., and inferior grades at 7 a 8 cents per lb.

BEANS. The supply this season has been rather better than that of last. Early in the spring, from the demand of the overland emigration to the Pacific, prices were rather stiff and high, but since that demand subsided, the article has gradually declined to \$1 20 and \$1 25 per bushel, at which we quote it now nominally. The market is well supplied with common qualities; but superior, or navy beans, are scarce. Castor have ruled steadily at \$1 25. The range for the preceding year, 1851, was from 55 cents to \$1 10, opening at the latter and closing at the former price. Of this article we have spoken under the head of OIL.

POTATOES. The receipts per river this year have fallen short considerably of those of last, but the yield in the American Bottom, opposite, has exceeded that of any previous season of which we have any account. The immense crop, immediately at our doors, delivered without freight or other charges, had the tendency to prevent shipments to this point, and hence the difference which exists between the operations of the two seasons. Prices have ruled low, and the year closes with 40 cents per bushel for good qualities; prime, of which but few are offering, 50 cents. Last season the year opened at \$1 15 a \$1 20 per bushel, and 90 a 95 cents were the ruling rates, until the new crop came in, when 35 a 40 cents were taken; the year closed at 70 a 75 cents.

ONIONS. Large shipments from the Ohio reduced the price of onions in New Orleans this season, and they have been held low in this market in consequence. Our receipts (principally from Iowa) do not show as large an amount this year as last. The range has been from 30 to 50 cents, and at this time, prime lots may be quoted at from 40 to 45 cents.

OILS. The manufacture of the different oils appears to keep pace with the enhanced demand which accelerated improvement and increased population require. We have no method of arriving at a satisfactory conclusion relative to this branch of business, as we have been unable to obtain the operations of the year.

The crop of castor beans has fallen short about one-third, probably owing to the low price which ruled during the preceding year. That year opened with \$1 10 per bushel, and thus continued until March, when only \$1 was obtained; from that time a gradual decline resulted, until at the close 50 cents per bushel became the rate. During the season just closed \$1 25 was the regular price, established pretty early and maintained until the end. The price of the oil ruled higher this year than last, and we close our review at 85 cents per

gallon. The manufacture of lard oil has greatly increased. The amount produced the year just closed may be set down at between 4,000 and 5,000 bbls.; perhaps 1,000 bbls. over the operations of the previous year. We have no data for 1851, and consequently can only arrive at our conclusion by the additional establishments which have been erected, and the general activity which has marked the operations of this season. As stated, under the head of provisions, the consumption of this article is becoming larger every year. It is used for lamps, steamboats, railroads, and machinery of every description. The price shows a considerable enhancement, owing principally, of course, to the rise in lard, which it has helped considerably to establish, and partly to the general demand. Last year, during the spring, 55 and 60 cents per gallon, and during the summer and fall 65 and 70 cents were the figures obtained, the bulk at 65 cents; this year commenced with 70 cents and ends with 90 cents, the greater portion being disposed of at 80 cents. We have now some eight establishments in the city for the manufacture of this article.

SEEDS. The supply of flaxseed this year was larger than that of last, and 90 cents has been the ruling price. We close our report at these figures. Cloverseed in the spring brought \$7 50, and towards the close of the season fell to \$6 50, at which it may still be quoted. In the spring of 1851, the price was as high as \$8 50, owing to the scarcity of the article during that year. Timothy, in the spring, started at \$3, but soon fell to \$2, at which it has remained steady. The supply on the market adequate.

FRUIT. Dried fruit has become quite important in this market. The failure of the peach crop generally throughout the country, has raised the price of this fruit to a high figure, and dried peaches now command \$2 50 per bushel from store. The apple orchards yielded well, and our market has been well supplied, both with green and dried fruit of this description. Dried apples are now worth \$1 25 per bushel, and green are selling from store at from \$2 to \$3 50, according to quality.

HIDES. The receipts of 1851 of all kinds were 99,736, and the range of prices generally for the year, was 9 to 10 cents for dry flint, 7 to 8½ for dry salted, and 4 to 4½ for green salted. The receipts this year are 97,144. The market opened at 8 cents for dry flint, and closes at 8½ cents, and firm.

FEATHERS. Prices have remained without much fluctuation in this article. The rates may be quoted as extreme at from 28 to 35 cents—common to prime qualities. Supply liberal and demand adequate.

BEESWAX. There is a constantly increasing demand for beeswax, but no great additional supply. The receipts of the two past years show but little difference. Prices have ruled firmly at 21 and 22 cents.

TALLOW. The season opened for a prime article at — cents, and the price gradually rose to 8½, at which it now stands firm.

LUMBER. The following table of the monthly receipts of lumber within the limits of the corporation has been furnished by Mr. Ferguson, Lumber Master of the city.*

	Lumber.	Shingles.	Laths.	Cooper stuff, pieces.
January.....	.....	.....	.....	.....
February.....	202,120	.....	.....	50,000
March.....	494,906	529,000	.....	169,100
April.....	868,874	114,000	.....	273,053
May.....	1,227,667	1,988,000	.....	162,956
June.....	2,176,169	1,496,000	31,000	89,965
July.....	2,087,340	680,500	.....	10,000
August.....	687,208	585,000	.....	15,099
September.....	1,005,547	.....	.....	168,781
October.....	503,816	28,000	.....	116,000
November.....	192,974	697,000	.....	161,000
December.....	2,664	railroad ties.		

* For a similar table for 1851, see *Merchants' Magazine* (vol. xxvi., page 321.)

TONNAGE. The table of arrivals at this port of steamers for the present year shows an increase over those of the last. As this is an important portion of our report, evidencing the progress of the commercial relations of the city, as they are yearly extended, and marking, to a good degree, the improvement of the country from which the principal products are received, we have compiled, with as much accuracy as could be obtained, the following table for the year 1852:—

COMPARATIVE STATEMENT SHOWING THE MONTHLY ARRIVALS OF STEAMBOATS AT THE PORT OF ST. LOUIS FROM NEW ORLEANS, THE OHIO, ILLINOIS, UPPER MISSISSIPPI, MISSOURI, AND CUMBERLAND RIVERS, CAIRO, AND OTHER POINTS DURING THE YEAR 1852.*

MONTHS.	N. Orleans.....	Ohio River.....	Illinois.....	U. Mississippi.....	Missouri.....	Cumberland.....	Cairo.....	Other points.....
January.....	20	12	1	1	2	1	10	8
February.....	24	25	88	17	7	3	21	7
March.....	27	47	80	45	34	3	17	6
April.....	32	64	78	72	37	4	18	12
May.....	37	74	94	82	57	7	25	23
June.....	25	44	73	57	38	4	27	21
July.....	35	35	72	77	33	1	20	14
August.....	21	34	37	56	27	2	18	18
September.....	22	42	78	80	26	1	22	33
October.....	34	55	94	101	34	3	20	27
November.....	26	40	97	68	19	1	18	22
December.....	27	48	66	49	13	2	7	10
Total.....	330	520	858	705	317	30	223	201
Aggregate arrivals during the past year.....								3,184

The tonnage of this port has been considerably increased, and as freights were scarce, charges have ruled unusually low during the year. There have been added to our list, within the past twelve months, several boats which, for dimension, power, swiftness, and elegance of finish, are hardly surpassed on the western waters. One of these was built at Hannibal, and equipped and furnished at this point, and although, as yet, she has made but a trip or two to New Orleans, and has not fully tested her capacity, she has already established a high character for our artisans in naval architecture, machinery, and embellishment. There can be no doubt that with railroad communication to the Iron Mountains and the oak forests of the State, our docks and machine shops will be enabled to exhibit as well-built vessels, propelled by engines as perfect, and all furnished as cheaply as any other point in the West.

DRY GOODS. In our prospective remarks upon this department of our Commerce, about the close of 1851, we predicted that the dry goods trade of the ensuing year would result still more favorably; that it would continue as heretofore to expand, and approximate still nearer to the furnishing of the entire supply demanded by our own and the adjoining States, and this without any regard to the Eastern markets, other than the healthful competition naturally existing between rival cities.

The result of the past year has, to a gratifying extent, realized our expectations.

None of the evils predicted have overtaken or checked our commercial prosperity. Business has never been more flourishing—never more free from undue speculations or commercial disasters. The demand for goods, although not at enhanced prices, has been steady and well sustained.

Stocks were never better—our hotels never more crowded—and our country friends, whose numbers have greatly augmented, never returned home better satisfied with their purchases, or their choice of a market.

The importations of dry goods during the past year we estimate at \$7,000,000.

* For a similar table of arrivals for 1847 to 1851, inclusive, see *Merchants' Magazine* (vol. xxvi. page 319.)

being an increase of nearly one million, with sales approaching to \$8,500,000 the preceding year.

This has reference only to the jobbing houses. By including the extensive retail trade transacted throughout our city, we estimate the total imports at \$10,500,000, and total sales at \$13,000,000.

In consequence of the almost unprecedented low waters of the past summer, great delay was experienced in receiving the fall stocks. Trade, therefore, was not as large in the early part of that season as it otherwise would have been. Numbers of merchants of the interior preferred making their early purchases at nearer and smaller marts, rather than to select from an incomplete stock, and encounter the delay and enhanced expenses incidental to low water navigation.

Notwithstanding these obstacles, the total amount of transactions shows a handsome advance over that of the corresponding season in 1851, and proves that with the increased and ever reliable facilities to be furnished by our projected railroads, that a much larger business, not only in this but in every other branch of our trade, would have been done.

In this connection, we think it not inappropriate to casually refer to the probable influence of a direct communication with the East upon our trade, and especially the dry goods business; and we have no hesitation in expressing our firm conviction that it will prove most advantageous. We do not apprehend that the economy of time thereby afforded, both for traveling and transportation, will attach to the seaboard any considerable position over the business now centering in this city; for these very facilities will also increase the ability of our wholesale dealers to land in St. Louis their foreign importations and purchases from eastern manufacturers on still better terms. The larger the business, the greater will be the ratio of benefit in time and charges.

We feel assured that, when such direct communication shall be opened, we shall occupy a still stronger position, as a competitor with eastern cities, than at present.

The business prospects for the coming year are very flattering. The agricultural interests of our country, upon which depends the success of every branch of trade, is in a most flourishing condition. An immense quantity of grain and other productions of the past year, which low-water freights precluded the shipment, is yet to come forward. This, added to the regular exports of the spring, (all of which are commanding advanced prices,) will impart great activity to business, and furnish an abundance of its life-blood—money.

This favorable condition of things, together with a greatly increased currency circulation, will fully enable the country merchants to discharge their previous obligations, and inspire them with confidence to make liberal purchases.

We therefore anticipate an increased consumption by the country of dry goods, and a much larger aggregate of business—far greater than ever before was presented in our annual report.

CUSTOM-HOUSE REPORT. Through the politeness of Mr. Greene, Surveyor of the Port, we are enabled to lay before the public the following statement:—

St. Louis, January 3, 1853.

MESSE^{RS}. CHAMBERS AND KNAPP:—

GENTLEMEN:—I herewith give you a statement of some of the particulars and results of the business of the Custom-House during the past year:—

	1852.	1851.
The foreign value of goods, wares, and merchandise imported into St. Louis from foreign countries and entered for consumption at St. Louis in 1852.....	\$954,956 00	\$757,509 00
Foreign value of merchandise remaining in public store on 31st December, ult.....	11,566 00	8,261 89
The foreign value of merchandise entered at other ports for transportation hither, but not yet received, estimated	72,951 00	107,902 00
Total.....	\$1,039,473 00	\$873,672 89

Of the above mentioned goods, wares, and merchandise entered for consumption in 1852, the imports were from the following countries:—From England, the foreign value of which was.....

	\$431,343 00	\$406,113 00
France.....	75,258 00	38,404 00
Germany and Holland.....	22,695 00	23,239 00
Spain and dependencies.....	262,886 00	220,770 00
Brazil.....	93,086 00	68,983 00
Manilla, (East Indies).....	62,963 00	.....
Other countries.....	6,705 00	.....
Total.....	\$954,946 00	\$757,509 00

The general description of merchandise imported and entered for consumption is, viz:—Sugar and molasses, foreign cost

	\$413,172 00	\$289,753 00
Hardware, cutlery, &c.....	118,276 00	133,401 00
Railroad iron.....	132,894 00	100,211 00
Earthen and glass ware.....	80,729 00	98,786 00
Tin plate, tin, iron, copper, &c.....	59,826 00	31,482 00
Dry goods and fancy goods.....	110,814 00	24,237 00
Brandies, wines, gins, cordials, &c.....	32,985 00	24,712 00
Burr-stones.....	420 00	2,257 00
Drugs and medicines.....	756 00	2,618 00
Cigars.....	5,773 00	.....
Total.....	\$954,946 00	\$757,509 00

Amount of duties on imports collected.....	290,168 85	239,318 68
Hospital moneys.....	3,129 89	2,941 03

Total amount collected in 1852..... \$293,298 74

Amount expended in 1852 for relief of sick and distressed seamen.....	\$3,162 01	\$5,441 44
Tonnage on steam vessels remaining on 31st December, 1852..... tons	86,372	

IMPORTS. Annexed we present the receipts of the leading articles of produce, groceries, and merchandise for December, 1852:—

Tobacco..... hhds.	164	Lard..... bbls. & tierces	4,721
Tobacco..... boxes	363	Lard..... kegs	2,696
Tobacco..... bales	272	Bacon..... casks & hhds.	1,445
Hemp.....	558	Bacon..... bbls. & boxes	17
Lead..... pigs	8,692	Bacon..... pieces	8,547
Flour..... bbls.	8,686	Whisky..... bbls.	3,781
Wheat..... sacks	58,703	Hides.....	6,604
Wheat..... bbls.	1,651	Bagging..... pieces	1,108
Corn..... sacks	16,875	Sugar..... hhds.	7,004
Oats.....	12,176	Sugar..... bbls. & boxes	1,545
Barley.....	5,910	Sugar..... bags	429
Beef..... bbls.	3,763	Coffee..... sacks	13,007
Beef..... tierces	4,482	Molasses..... hhds. & bbls.	11,109
Pork..... bbls.	8,138	Salt..... sacks	36,421
Pork..... tierces	1,374	Nails..... kegs	4,747

Art. IV.—THE LAW OF BANKRUPTCY.

THE supposition that one of the leading projects of the incoming administration will be the establishment of a system of Bankruptcy has induced much newspaper speculation. So far as the writer has observed, the policy has been condemned; and as he thinks, upon very casual and superficial views of its principles and consequences. It is the object of the present paper to vindicate the principles of the system, without undertaking to excuse the errors, or suggest reforms, in the details of those laws upon the subject, which have already been enacted; and which, doubtless, like all subjects of Legislation, are partially erroneous. We assert that a well regulated plan of Bankruptcy is necessary to every commercial nation. The successes of Commerce are the results of hazardous enterprises; and the disasters which follow these enterprises in many instances, are the necessary consequence of the energy which prompts commercial risks. Who is it that brings the honors of discovery in unknown seas to his nation? Who that extends her commercial flag and carries her trade to regions far beyond the Ultima Thule of his contemporaries? The man who coldly calculates the certainties of the speculation? Not so—but he who full of the daring spirit of adventure, risks his all upon the scheme of wealth and honor, which lies darkly hid in the distance, and which he alone sees in the glimmering future. The possibility of loss to such men stands balanced with the possibility of success; and too often the loss has been personal with himself, the great gain for his country. The nation which guards this commercial enterprise from foreign enemies, should protect it at home from discouragement under domestic peril. It is worse than folly to send ships of war to thunder forth the edicts of a Congress for the security of trade, and leave the merchant at home the slave of most barbarous enactments against the very enterprise which has produced that trade. If we were called to point out the circumstance which more than any thing had contributed to the commercial greatness of England we would say her system of bankrupt laws. Capital and enterprise, manufactures and production, will do nothing to advance a nation's glory, unless the utmost freedom is guarantied to the energy necessary to develop them. They are the great agencies of success; but unless the mind which directs them is left free to exercise its impulses, they lie dormant and unprofitable. This will be the case invariably where the law is more coercive of the person than of the property of a debtor; and where no general, simple and unvarying provision exists, for the equal division of property among all creditors and the final discharge of debtors, who make a surrender in good faith of all their estates.

It is remarkable, because in the teeth of the great object of such laws, that the laws of Bankruptcy are denounced on the ground that they encourage fraud. The true design of such laws is to prevent inequality and suppress fraud. The right of a debtor to prefer a creditor, has never been disputed. The practice of debtors to do so by assignments, deeds of trust, and composition, exists over the whole world. The exercise of the right certainly works injury to some, and it surely is more consistent with the general objects of such principles as recognize the propriety of subrogating a debtor's estate to the payment of his debts, that a general law shall be enforced, dividing it equally among all just creditors, than that the individual shall in each case make a law for himself and place his entire estate in the hands of one favored creditor, not always the most meritorious.

So far as the discharge of a debtor, thus making a just cession of his

goods is concerned, the propriety of the principle rests on the necessity of relieving him from previous incumbrances, in order to incite to renewed industry and enterprise. It is for the honest debtor we would ask this; not for the fraudulent one; for as to the latter, a true and just system of Bankruptcy has no application whatever. The man who failing by the occurrence of casualties, against which no human prudence can guard, again launches upon the sea of commercial contest with anxious prying creditors upon his track, careful to snatch every iota of his investments, before it has had time to bud, much less bear fruit; may be truly said to work in chains. His life is the most miserable of existences. The appetite, the passions, the vanity, the pride, the ambition of men, have their forbearances and self-denials; but the love of money, none! The debtor, cast down and discouraged, by his misfortunes may have a large family looking up to him for protection and support. His wife, an educated and refined woman, may cling to him now that he is a blasted tree, with a strength of devotion she did not display when the parasites of his wealth were fawning at his feet. His children, just upon the threshold of that luminous mansion, where the glorious sun of education burns with increasing effulgence like an immortal Drummond light upon the great sea of man's ignorance and crimes; may be imploring him with upheld hands, emaciated for want of food, more earnestly for knowledge than for bread. His energies may be aroused. He may rush forth from the hovel where he has sat oppressed and heart-broken, to engage anew in the contests of life, strong in the hopes of triumphs. Alas! he has just emerged, when he beholds the creditor, watching like a vulture to carry off the first offspring of his exertion! Let this not be called a fancied picture. It is a real thing; poorly sketched, but exhibiting the true features of life in debt.

Under such circumstances, not only is the energy of the debtor crippled, but a premium is offered his friends for deserting him. Should some liberal and generous-minded person be disposed to aid him, by advancing capital to new enterprises, he is restricted from doing so by the certainty that some creditor will seize upon the adventure, long before its gains mature. "When an insolvent continues liable to his previous debts, no one, however favorably disposed, can venture to aid him with a loan; and he is discouraged, even if he had means, from attempting to earn more than a bare livelihood; so that while creditors do not in one case out of a hundred, gain the smallest sum by this constant liability of the insolvent, his energies and usefulness are for every paralyzed."*

In the United States, where every State has its own insolvent law, the necessity of a general system is the more apparent. Imprisonment for debt is repudiated in nearly all of them; and the only result of the various systems is to abolish a remedy in one state, to be revived in another; to embarrass or encourage emigration; or to raise continual conflicts in the adjudications of the several States. The most fruitful subjects for conflicting adjudications have been the construction of composition deeds made in one State and enforced in another. Were a general plan enforced, the necessity of sifting these self-constituted laws of the individual, of proving the frauds of debtors, of upholding plans, evidently gotten up in fraud, of defeating *bona fide* but erroneously detailed deeds of preference, would be avoided.

We have never yet seen a fair argument upon this topic. The objections urged to the Act of 4th April, 1800, and to that proposed in 1840, rested

* Lord Brougham.

principally upon matters having no relation whatever to the principles of the system. Some were opposed to the enlargement of the powers of the Federal Courts and to the creation of new officers. Some contended, with Blackstone, that it should apply alone to traders; some that it should include all persons of broken fortunes. Some opposed such a law because of its tendency to sweep off the power of the States to pass such laws, not remembering that the Supreme Court of the United States had declared that an effectual law of that kind could *not* be passed by a State.* Some, because of the imagined effects upon the public mind. Judge Story very clearly defines a Bankrupt law to be one which on the one hand secures creditors an appropriation of the property of their debtors, *pro tanto*; and on the other, relieves unfortunate and honest debtors from perpetual bondage to their creditors, *either in the shape of unlimited imprisonment, or of an absolute right to appropriate and monopolize all their future earnings.*† It will be observed that this clear mind recognizes no distinction between the injustice of imprisoning the body and of monopolizing all future earnings. The latter course, says he, obviously destroys all encouragement to industry and enterprise on the part of the unfortunate debtor, by taking from him all the just rewards of his labor, and leaving him a miserable pittance, dependent upon the bounty or forbearance of his creditors.

It is a curious and instructive lesson to trace the various revolutions of the Roman nation as connected with this subject. Many of the most important of them, grew out of the tyranny of coercion by creditors. The no longer doubtful interpretation of the law of the twelve tables, shows the extent of cruelty to which men will reach, in the effort to secure debts. As the people became more enlightened and powerful, the strength of the creditor was relaxed, not by the unjust exercise of power in abrogating debts, but by gradually placing the rights of the creditor upon the humane principles adverted to by Judge Story. The *cessio bonorum*, or cession of goods, when made in good faith, exempted the debtor from personal penalty.

"En effet, par la Loi JULIA il fut permis aux Débiteurs de donner en payement à leurs Créanciers les biens qu'ils possédoient, *apres en avoir fait faire une estimation.*" "Par le même Loi JULIA il fut encore accordé aux Débiteurs une nouvelle faveur, appelée *cessio bonorum*, par laquelle celui qui, sans avoir fait aucune malversation, se trouvoit effectivement hors d'état de payer ses créanciers, pouvoit se liberer en leur abandonnant ses biens." Terrasson, Histoire de la Jurisprudence Romaine, 117.

So far as imprisonment for debt is concerned, we do not consider it necessary to involve that exploded system in this discussion; since Mr. Justice Story has dismissed it with the remark, that it is a measure disgraceful even to an enlightened despotism. What indeed this eminent jurist has said with regard to this subject, is so forcible and appropriate, that no apology is necessary for quoting it.

"One of the first duties of legislation, while it provides amply for the sacred obligation of contracts and the remedies to enforce them, certainly is, step by step, to relieve the unfortunate and meritorious debtor from a slavery of mind and body, which cuts him off from a fair enjoyment of the common benefits of society, and robs his family of the fruits of his labor and the benefits of his paternal superintendence. A national government which did not possess this power of legislation, would be little worthy of the exalted func-

* The law of New York, passed in April, 1811, entitled, "For the relief of Insolvent debtors and their creditors." 1 Kent's Com. 419, 420.

† Commentaries on the Constitution, ab. 385.

tions of guarding the happiness and supporting the rights of a free people. It might guard them against political oppressions only to render private oppressions more intolerable and more glaring.

"But there are peculiar reasons, independent of these general considerations, why the government of the United States should be intrusted with this power. They result from the importance of preserving harmony, promoting justice, and securing equality of rights and remedies among the citizens of all the States. It is obvious that if the power is exclusively vested in the States, each one will be at liberty to frame such a system of legislation upon the subject of Bankruptcy and Insolvency, as best suits its own local interests and pursuits. Under such circumstances no uniformity of system or operations can be expected. One State may adopt a system of general insolvency; another, a limited or temporary system; one may relieve from the obligation of the contracts; another only from imprisonment; one may adopt a still more restrictive course of occasional relief; and another may refuse to act in any manner upon the subject. The laws of one State may give undue preferences to one class of creditors, as for instance—to creditors by bond or judgment; another may provide for an equality of debts, and a distribution *pro rata*, without distinction, among all. One may prefer creditors living within the State to all living without; securing to the former an entire priority of payment out of the assets. Another may with more liberal justice provide for the more equal payment of all, at home or abroad, without favor or preference. In short, diversities of almost infinite variety and objects may be introduced into the local system, which may work gross injustice and inequality, and nourish feuds and discontents in neighboring States. What is here stated is not purely speculative. It has occurred among the American States in the most offensive forms, without any apparent reluctance or compunction on the part of the offending State. There will always be found in every State a large mass of politicians, who will deem it more safe to consult their own temporary interests* and popularity, by a narrow system of preference than to enlarge the boundaries, so as to give to distant creditors a share of the fortune of a ruined debtor. There can be no other adequate remedy, than giving a power to the general government to *introduce and perpetuate a uniform system.*

"In the next place it is clear, that no State can introduce any system which shall extend beyond its own territorial limits and the persons who are subject to its jurisdiction. Creditors residing in other States cannot be bound by its laws; and debts contracted in other States are beyond the reach of its legislation. It can neither discharge the obligation of such contracts, nor touch the remedies which relate to them in any other jurisdiction, so that the most meritorious insolvent debtor will be harassed by new suits and new litigations, as often as he moves out of the State boundaries. His whole property may be absorbed by his creditors residing in a single State, and he may be left to the severe retribution of judicial process in every other State in the Union. Among a people whose general and commercial intercourse must be so great and so constantly increasing, as in the United States, this alone would be a most enormous evil, and bear with peculiar severity upon all the commercial States. Very few persons engaged in active business will be without debtors or creditors in many States in the Union. *One of the pressing grievances bearing upon commercial, manufacturing, and agricultural interests at the present moment, is the total want of a general system of Bankruptcy.* It is well known that the power has lain

dormant, except for a short period, ever since the Constitution was adopted, and the *excellent system then put into operation, was repealed before it had any fair trial, upon grounds generally believed to be wholly beside its merits, and from causes more easily understood than deliberately vindicated.*

"In the next place, the power is important in regard to foreign countries, and to our commercial credit and intercourse with them."*

The evils here pointed out are now existing and will continue to exist until Congress puts into safe and permanent operation the requirements of the Constitution. It is peculiarly appropriate that an executive, who, in the recent election, has gone into official position with such an overwhelming popular vote, should promote a measure calculated greatly to advance the commercial interests of the country.

Many, who start back in horror at the alledged cruelty of the Roman law, which authorized the separation of a debtor's body in pieces, in order to be divided between creditors, think little of restoring imprisonment; and of the revival of the barbarian sentence of the English Courts, that if a creditor will not support a debtor in prison, in the name of God let him die. The writer well remembers that this was supposed to be law in one of the States as late as 1829. A creditor had imprisoned a person for debt, and refused to provide for him. The Sheriff had done so until it became a burden, and solicited the writer to obtain relief. He brought the debtor up on habeas corpus, and the presiding judge discharged him on the refusal of the creditor to support him. It was contended that the ancient statute above referred to, was in force, and the conduct of the judge was made ground of impeachment. †

Voltaire in his sly and forcible manner, has illustrated this with his wonted strength of intellect and luminous thought.

"Il n'est pas vrai qu'on ait statué en France peine de mort contre les banquerontiers sans distinction. Les simples faillites n'emportent aucune peine: les banquerontiers frauduleux furent soumis à la peine de mort, aux états d'Orléans, sous Charles IX, et aux états de Blois, en 1576; mais ces édits, renoulevés par Henri IV, ne furent que comminatoires.

"Il est trop difficile de prouver qu'un homme s'est déshonoré exprès, et a cédé volontairement tous ses biens à ses créanciers pour les tromper. Dans le doute, on s'est contenté de mettre le malheureux au pilori, ou de l'envoyer aux galères, quoique d'ordinaire un banquier soit un fort mauvais forcat.

"Les banquerontiers furent fort favorablement traités la dernière année due regne de Louis XIV, et pendant la régence. La triste état où l'intérieur due royaume fut réduit, la multitude des marchands qui ne pouvaient ou qui ne voulaient pas payer, la quantité d'effets invendus ou invendables, la crainte de l'interruption de tout commerce, obligeront la gouvernement, en 1715, 1716, 1718, 1721, 1722, et 1726, à faire suspendre toutes les procédures contre tous ceux qui étaient dans le cas de la faillite.

"Il pouvait même, dans certaines villes, garder tous ses biens et frustrer ses créanciers, pourvu qu'il s'assit le derrière nu sur une pierre en présence de tous les marchands. C'était une dérivation douce de l'ancien proverbe romain *sol vere aut in ære aut in cute*, payer de son argent ou de sa peau. Mais cette coutume n'existe plus: les créanciers ont préféré leur argent au derrière d'un banquerontier." ‡

We cannot but express the wish gravely, that a uniform system of Bankruptcy, suited to the increasing commercial relations of the nation; one re-

* Story's Com. on the Const. ab. p. 324.

† Case of Hendrix, Miss.

‡ Voltaire, Dictionnaire Philosophique, article "Banqueronte."

deeming the Constitutional promise; one adequate to the exigencies of the times, and calculated to harmonize the varying decisions of the judicial departments of the several States; will be one of the settled policies of the administration which came into power on the 4th of March. The sagacious prophecies of the editor of the *Merchants' Magazine*, point to an inevitable crisis in our commercial affairs, probably before the close of the year. It will be best for a law of Bankruptcy to be existing before that crisis arrives. Let it not be an objection as with the last, that the law was made for a period of pecuniary disaster after the storm was passed. But suffer the law to go silently into effect before the majority of the people anticipate the necessity. It will be more likely to be just, because less influenced by existing events.

B. F. P.

Art. V.—WISCONSIN: ITS RESOURCES, CONDITION, AND PROSPECTS.

FEW, if any, of the younger States, have made a more favorable impression upon the mind of the American public, than Wisconsin. From the time when her mineral treasures first attracted the attention of Western adventurers, to that, when her voice was heard at the doors of our National Legislature, asking to be confederated in a State capacity with the Union, and ever since, the report which rumor and travel have borne thence, has been not only favorable in the aggregate, but also uniformly consistent; not one day uttering enormous improbable tales of Arcadian beauty and fertility, and the next, equally extravagant and ridiculous stories of Saharaan sterility, and marshes fraught with ten thousand agues and fevers. In this respect of reputation, Wisconsin has been conspicuously fortunate, for it is certainly preferable to enjoy a certain definite character, even though it underrate one's merit, than to be puffed and defamed, (if the words are not become synonyms,) in alternate breaths. Wisconsin made her debut, so to speak, at a fortunate epoch—after the fanaticism of Western emigration was over, and the edge of land speculation had become somewhat blunted—when railroads were just opening up to the world the demonstrations of the splendid problems in political economy, to which they had given rise—when it had become nothing strange for as fine a country to be found one or two thousand miles west of the Atlantic coast, as one or two hundred, and when each new member admitted to the family of Uncle Sam, was no longer, as a matter of course, a prodigy of salubrity and fecundity.

In the few years since her settlement began, Wisconsin has made greater progress in developing her resources, perfecting the fabric of society, the organization and efficiency of civil government, the establishment on a permanent basis of Commerce and exchange, than any other State in the Union at a corresponding political age. The connection which she now sustains with the East is intimate, and her relations with citizens of other States are multiform and numerous in the way of commercial and money exchanges, as well as in the interchange of friendship and the courtesies of social life. We have, accordingly, thought that an article containing a notice of the prominent general characteristics of the country, and the circumstances under which her growth has been, and is taking place, might be interesting to many of our readers—it can hardly fail of being so to the numerous class

who sustain family and friendly relations with the inhabitants of Wisconsin. We do not propose to be very methodical in our treatment of the subject, and shall not subdivide into minute topics, making but one or two heads; and first—

REAL ESTATE—AGRICULTURAL INTERESTS, ETC.

There is at present, a strong upward tendency in real estate, which is natural and healthy, being the ongoing of a sometime suspended movement, which seems to have accumulated energy during its quiescence. A few years since, the tide of emigration, which was setting steadily and full into the West, was suddenly diverted Californiaward, and the States of the West were left to wait, in a state of "suspended animation," for the reflowing of that tide. Contemporaneous with this was the failure (for one or two consecutive years,) of the wheat crop, and the temporary confusion consequent thereon in agricultural and commercial operations. These two circumstances, in connection with a great scarcity of money and the absence of a reliable paper currency, co-operated to form an era still fresh in the minds of all, which fully merited the unequivocal name "hard times." But the recent almost simultaneous disappearance of each of these obstacles to civil progress, has enabled the State to resume a career happily begun, and now being pursued with vigor, under most auspicious circumstances.

Real estate, as we before said, is again exhibiting an upward tendency; farms which, a year or two ago, might have been bought for about the cost of the improvements thereon, are no longer for sale. A feeling of contentment and security has taken the place of a desire to sell, and the uncertainty, which for a while attended the wheat crop, taught the farmers that other crops, or stock raising, were even more profitable than the cultivation of wheat. No soil produces more abundant harvests of spring grains, than that of Wisconsin, and several circumstances conspire to adapt it peculiarly to wool growing, stock raising, dairying, &c. The amount of capital required to purchase a farm here is, say about one-tenth as great as in New York, for instance, and upon ten times the area of soil, at least five times the amount of stock can be kept. But, instead of a definite amount of land, laboriously kept fenced and guarded against intrusion and extrusion, the Wisconsin farmer, in common with a few neighbors, enjoys the range of a prairie, three, five, or seven miles broad, skirted with "openings," and covered with a most luxurious growth of vegetation provided by nature for the immediate sustenance of cattle, while upon the lower parts or bottom land, are meadows ready seeded and leveled for the scythe.

The usually open winters, and the fine clear weather of the country, (rains having always a "definite beginning and end,") contribute to adapt the State peculiarly to wool-growing, as well as to raising other stock. Wool is fast becoming one of the staples, and several importations have lately taken place of full-blood French Merino and other valuable breeds of sheep. Certainly, if wool-growing is profitable on farms worth from \$20 to \$50 per acre, it must, in an equally advantageous climate, with not more than two or three per cent difference in market price, on farms worth from two to five dollars per acre.

The character of the soil of Wisconsin is indicated to some extent, by its geological features. The limestone underlying the coal-fields of Illinois, forms the immediate basis of the alluvion of Southern Wisconsin. This geological district, with that portion of the State which lies southerly of the valley

of the Wisconsin River, comprises the whole of the slope toward Lake Michigan. In many portions of this district the lime rock disappears, and the out-cropping sandstone furnishes a fine material for building. The lead bearing rock of the mineral region is a porous limestone, prevailing throughout Grant, La Fayette, and Iowa counties, comprising four-fifths of the "Lead District" of the Upper Mississippi—the remaining one-fifth being in the States of Illinois and Iowa. Deposits of iron ore, water limestone, and beds of gypsum, together with other varieties of minerals, are found in localities more or less numerous throughout the limestone region. All of that section of the State which lies between Lake Superior on the north, and the Falls of St. Anthony on the Mississippi, and the falls of other rivers flowing south-erly, is primitive in its prevailing geological character, and it is within this primitive region that the copper mines of Lake Superior are found—probably the richest in the world, and apparently inexhaustible.

In all that portion of the State lying between the primitive region just described, and the limestone formation of the South and East, the transition sandstone prevails, interspersed with limestone, and more sparsely with rock of a primitive character. This formation comprises that section of country drained by the Wisconsin and other rivers tributary to the Upper Mississippi, below the falls of those streams. Within this geological district are found quarries of white marble, which promises to be abundant and valuable. The limestone district of the State is overspread by a soil and subsoil, similar to that which prevails in other portions of the great valley, and is unsurpassed by any in fertility. It is the distinction of the mineral region of Wisconsin, that it is overspread by a surface of the very finest agricultural qualities, contrary to the general fact that a mining district is worthless for agricultural purposes. Proceeding northerly and westwardly of the dividing ridge, between the waters of Lake Michigan and those that flow into the Upper Mississippi, the soil will be observed to become more sandy and porous, a character which prevails throughout the sandstone region above described. The soil of this portion of the State is easily cultivated, warm, highly productive, and the growth luxuriant. (*Vide pamphlet "Wisconsin."*)

Within these various districts are successfully cultivated, wheat, corn, oats, barley, flax, peas, beans, potatoes, hops, and all grains which can be grown in the same latitude elsewhere. Fruit received early attention from settlers, and many fine bearing orchards may be found, while almost every farm has a nursery or young orchard of apple, plum, cherry, and other fruit-bearing trees; grapes and strawberries flourish remarkably well, and peach trees are cultivated with some considerable success.

The largest portion of the State, exclusive of that lying north of the Fox and Wisconsin rivers, consists of alternating prairie and opening, in about equal proportions. The prairies are universally small, from two to ten or fifteen miles in diameter, and are skirted round by openings of oak, interspersed with maple and hickory. Settlers usually "enter" a farm part prairie and part opening, thus securing a forest lot and an ample "clearing." The soil, enriched by the burning upon it yearly of a large mass of most luxuriant vegetation, is composed of a sort of impalpable powder, formed of the elements of organic matter, and its richness would seem marvelous were the causes unknown. The country lacks but a thick over-sprinkling of farm-houses and church spires, to completely deceive the eye of the traveler, so much do its oak groves resemble orchards and forest lots, and its prairies cultivated fields. This "old-farm" aspect of things so invariably remarked by

travelers, contributes a home feeling to the settler, and reminds him by agreeable comparison, rather than by painful contrast, of the fields and groves with which in other days he has been familiar. Nor is this wholly a matter of seeming and imagination. A year or two of occupancy, the erection of a house and barn, suffices to make the first illusion a subsequent fact. Ripening fields of grain, undisfigured by stumps to show that a forest lately occupied and will not at once resign its "nine-tenth" claim to the soil, wave around the new settler, as they waved in fields which successive generations have reaped. Green meadows stretch away beneath his eye, leveled to perfect smoothness, as if the fire that once annually swept over them, had been an agent commissioned to keep them enriched and smoothed for the scythe of oncoming agriculture.

This facility, with which prairie and opening can be converted into old farms, both in appearance and practical reality, has done much to augment the increase of population, which, for the decade of years ending 1850, was 890 per cent; an increase unparalleled in the history of States, even in America, where civilization seems to have acquired such wonderful momentum, as will be seen by the following comparison:—

The greatest ratio of increase of	Ohio	was from	1800	to	1810....	409	per cent
"	"	"	Indiana	"	1810 1820....	506	"
"	"	"	Illinois	"	1810 1820....	350	"
"	"	"	Michigan	"	1830 1840....	570	"
"	"	"	Wisconsin	"	1840 1850....	890	"
"	"	"	Iowa	"	1840 1850....	345	"

The mineral resources of Wisconsin attracted the attention of the first settlers, and, although this fact retarded the progress of agriculture, by drawing a larger proportion of the earlier emigrants to the more exciting life of the miner, yet it must, at the same time, have created a home market of some extent, and thus given an impulse to agriculture. As in all new States, the want of a market most prolongs the state of incipency in agriculture, so this need was but slightly alleviated by the market which the mining and lumbering districts afforded. Add to these the fact common to all new States, that the first occupants are either speculators, or else men of limited means but vast energies, and you have an idea of the circumstances under which Wisconsin began her civil career.

There are in Wisconsin, as in some other Western States, settlements of Norwegians, who, impelled by a sort of national fraternity, "locate" in neighborhoods, and sometimes form the principal population of one or two conterminous townships. They are a hardy, industrious race, prudent and economical in the extreme, and disregarding external appearances, are accumulating large fortunes, and extending and multiplying their farms so as to widen rapidly the area of cultivated soil. They are thus doing the State a great service, and counteracting, to some extent, the evil tendency of speculation and land granting to corporations. There is also an admixture of Germans in the population, and those only who are acquainted with their characteristics and know the rigid apprenticeship system, both in arts and education, which is enforced in their native land, will set a sufficiently high value upon this constituent in the elements which go to make up the general character of a State.

Within the borders of Wisconsin is springing up a cis-Atlantic Germany for the sons of trans-Atlantic "Fatherland." The language of the Rhine there almost rivals the English in universality of use, and mingles with it in

the great anthem of earnest life, which ascends from the marts of trade, the saloons of pleasure and fashion, the halls of debate and legislation, and the walls dedicated to the free worship of God. The waters of the Mississippi, as they meet and mingle with the waters of the Rhine in the deep bosom of the Atlantic, can tell of a new fatherland in the far off clime from whence they flow. Here, where no kingly fiat can trammel the soul—where no omnipresent police can bear fire-side converse and secret thoughts to the quick ear of tyranny—where brighter than European skies, are arched above the heads of freer than European men—where a soil, instinct with freedom, clothed in verdure, and decked with flower-gems, has never felt the tread of tyrant or slave—where *esto perpetua* has been inscribed upon a glorious charter of human rights—here are being laid the foundations of a home, where the Celt, the Teutonic, and the Scandinavian shall fraternize, and the shamrock and thistle, the lily and the pine, shall mingle their leaves and flowers to symbolize the unity of races and the brotherhood of man.

This interfusion and commingling of races is, no doubt, the preparation for a higher state of life than has before been reached. It produces an eclecticism of customs and institutions—it transfuses the swift life tide and nervous energy of the new world, into the veins and body of the old; and reciprocally leavens the moral constitution of the too progressive, too reformatory “Young America,” with wholesome conservatism. Thus, at the same time, liberalizing and conservating thought and feeling—multiplying varieties of human character, and presenting new and curious phases of social, intellectual, and moral life—widening the range of observation, enlarging the scope of thought, and enriching language itself, this commixture of nations is widening the realm of the possible for humanity, and aiding to originate influences, universal as the race and potent as truth. It is as if some social alchemist had discovered in the Anglo-Saxon race, a philosopher's stone, and was bringing all other races in contact with it, that they might be transmuted, by the touch, to something finer and more precious.

But perhaps all this is not exactly pertinent to our topic, agriculture. There is no inferiority in the character of implements and machines, or in professional knowledge, among the inhabitants of Wisconsin, as compared with older States. A State Agricultural Society has been in existence several years, and its annual fairs have, invariably, exceeded the anticipations of all interested. At Janesville, is published a monthly magazine devoted to agriculture and the kindred arts, and another at Racine, of the same character. Many of the best New York and New England agricultural journals are numerous subscribed for by the farmers of Wisconsin, who, in intellectual capacity and habits of thought, (the American portion) are superior to the average of the same class in the Middle and Eastern States. Nor is it strange. Bursting out by the force of native enterprise, or driven by stern necessity from the orbit of which the parental roof and village circle was the controlling center, they began to obey self-constituted centripetal and centrifugal forces, and to revolve in a more extended orbit, marked out by a farther range of thought. Nothing seems wanting but access to market, to give Wisconsin the eminence in agriculture which her soil deserves. It is generally considered that a bushel of wheat sold in Wisconsin for four shillings, pays quite as good a profit, as if sold in central New York for one dollar, and so of other grains. The diminished expense of cultivation, the entire absence of waste land, the magnitude of the yield, and the smallness of the capital invested, combine to make a plain reason for this result. How wonderfully,

there, will agriculture be benefited by the construction of railroads—every heart-throb of the commercial emporium will be felt there, when these nerves of iron shall have extended their filaments, and formed their ganglia throughout the State. The projection of railroads has given Wisconsin farmers a glimpse of a golden future for them, a future full of promise and rich in remunerations for the disappointments of former years.

Probably there has never been, in the history of the State, any epoch more favorable for real estate investments, than the present. All uncertainty is at an end, and, with ordinary judgment, it is perfectly easy to make purchases which will pay from 12 to 50 per cent per annum on the capital invested, by simple rise in value, if no improvements are made. The connection which two or three years, at the farthest, will make, between every important point in the State and the Eastern world, will bring its farmers in direct competition with those of the Middle States; and any one familiar with the soils of the countries respectively, can predict the result with the certainty of destiny. For ten years to come, stock of all kinds can be raised for about one-fourth the cost of raising in New York, and grain for about one-half. The transportation will never exceed 20 per cent, rarely 15 per cent, and on wool and similar articles will not exceed 3 to 5 per cent. Should the Pacific Railroad become a reality—we will not enter upon the subject—there would be such an inversion of present positions, as is unparalleled in the history of Commerce.

A barely comfortable subsistence, is all that can be obtained from an eastern farm of one hundred acres, worth \$50 per acre; and a young man without money capital, can never become a land owner there, by the savings of agriculture alone. In Wisconsin, on the other hand, there are large tracts of land, (such as have made the fortunes of our Wadsworths,) in the oldest and best settled counties of the State, parts of Congress grants for State University and school funds, which are for sale at their appraised value, from \$2 to \$5 per acre; ten per cent of the purchase money down, and the balance payable in ten years, (those belonging to the school fund thirty years,) with 7 per cent interest. The amount now for sale at the State offices at Madison the capital, is about one-and-a-half millions acres. These tracts are of the best land in the State, having been located, at an early day, by gentlemen of knowledge and experience in such matters.*

An emigration agency has been established in the city of New York, for the purpose of affording accurate and reliable information to persons emigrating westward, and for smoothing and rendering plain the path of the foreigner to that land of promise. The better classes of German and Norwegian population are beginning to find their way hither, bringing with them such capital, knowledge, and refinement, as will raise, vastly, the general character of the foreign population. Finer than telegraphic wires are stretched across the ocean, and a subtler than electric fluid plays along its lines.

All these circumstances combine to give real estate a buoyancy, and a strong upward tendency, which, unlike the inflations of land manias and speculators' bubbles, will end in general prosperity, instead of in an absorbing "crisis," and an inclusive "smash."

But we must pass to another point of observation. Intimately connected, of necessity, with agriculture is *trade*, and we have already adverted to it somewhat, in speaking of the former.

* There are about 20,000,000 acres of land subject to entry at government price, (\$1 25 per acre,) lying wholly north of the Fox and Wisconsin Rivers.

A simple inspection of the geographical situation of Wisconsin, shows an advantageous natural position for trade. Washed along its entire eastern border by Lake Michigan, the coast indentations forming several excellent harbors, and along the western boundary by the Mississippi River, it is thereby put in direct communication with New York and New Orleans—the East and the South. Beside these, the Fox River flowing north-east into Green Bay, and the Wisconsin river south-west into the Mississippi, and separated from each other at the nearest point, by a portage of only one and-a-half miles, and have been connected by a canal; thus forming a direct water communication between the basin of the St. Lawrence and the valley of the Mississippi. The proceeds of the sales of certain lands granted by Congress for the purpose, are being administered by the State, for the construction of a “steamboat communication” between those points, along the channel of the Fox and Wisconsin Rivers. When this project is completed, as it will be, though just now overshadowed by the more imperative necessity for railroads, it will form an important channel, not only for the trade of Wisconsin, but of the United States. All heavy freight will seek this route, *in transitu* from St. Louis and the South-West, as well as from Wisconsin, Iowa, and other States which may be formed, to the sea coast.

The importance of these natural channels will appear still more conspicuously, when we consider the immense lumber and lead trade which passes through them. There is a vast pinery, or evergreen district, along the upper Wisconsin River and its branches, and several other large pineries on the Wolf, (north branch of Fox,) the La Crosse, Black, Chippewa, and St. Croix rivers. These constitute the lumber district, an important feature of the State. The amount of lumber manufactured along the Wisconsin River, above the portage, in the year 1851, was 43,500,000 feet; and on the Fox, including the Wolf and other affluents, 30,000,000 feet. The amount of lead shipped from the State at Galena, has averaged during the eleven years ending 1851, 41,727,023 pounds, at a value (\$4 00 per cwt,) of \$1,669,980 92.

We are aware that in these days, when mountains are tunneled, and rivers made to flow in new channels, when the “everlasting hills” are “yoked together in bands of cyclopean architecture, and bear over their summits the caravans of Commerce,” natural position is said to avail little. But, *ceteris paribus*, with the same energy, foresight, enterprise, natural position is worth just as much as ever; but an inactive reliance thereon, with no effort to superadd the advantages of art, will result in a very insignificant progress. The commercial history of New York and Boston contains a lesson or two on this subject. No apathy, however, exists in Wisconsin, the railroad chapter in her history will be a compendious one. Charters have been already granted for 1,500 miles of railroad, and a beginning has been made upon nearly all the roads. There is more danger that too many roads will be built, than too few; but when we consider the comparatively trifling cost of a road in that country, (about \$20,000 per mile,) we need not fear but that they will pay; and, that being once established, every advantage arises from their competition and contiguity. During a part of the year, heavy freight will always go by the Lakes, but during the cold season, railroads will be the sole reliance of importers and exporters. The railroad communication is now complete from New York and the Eastern cities, to Chicago, which is destined to be the commercial emporium of the Great West; and connecting railroads will soon be run to all parts of Wisconsin. From three to four days will be consumed on the route. The Beloit and Madison Railroad,

connecting at Beloit with the Chicago and Galena Railroad, (which last is now in operation,) will form the first direct land communication between central Wisconsin and the East, via Chicago. It will be running to Madison on or before January 1, 1854.

The banking law of the State, submitted to the people last fall for ratification, went into operation January 1, 1853, and is pronounced most excellent by all acquainted with currency matters. Allowing the use of railroad mortgage bonds as a banking basis, it has facilitated loans to railroad companies. It has, by easing the money market, prevented the sacrifice of partially improved farms, for the want of a few hundred dollars, which, a year or two since, could be borrowed only at a ruinous rate of interest. It is also sweeping out of the country the flood of issue upon personal security alone—"shinplasters"—which, like the vermin in the days of obdurate Pharaoh, have "come up" all over the land. There are those who are opposed, in principle, to this or any other banking law; but all feel perfect security in the currency of the Wisconsin Banks, knowing that every safeguard has been used that experience and wisdom could devise, and that they will not soon be from under the supervision of men of the most approved capacity, and the most sterling integrity. Banks have been organized at Madison, Milwaukee, Janesville, Fon-du-Lac, and Beloit.

It will not be expected that many extensive manufactories are to be found in Wisconsin, if we except lumber and flouring mills. It is a well known fact, that of the corps of carpenters and masons, not more than one-tenth are regularly educated mechanics, the others are "men of genius"—Yankees. The demand for *master workers* in all the departments of house building, cabinet ware, carriage making, &c., is earnest and importunate. Good workmen in all the mechanic arts, receive higher wages there than in the East, while the cost of living is reduced one half. More flouring mills will soon be required, oil mills are being built, woolen factories will soon be erected, for there is little doubt that wool-growing will form an important feature in Wisconsin agriculture. Cotton Mills, drawing their supply of raw material through the easy and direct route of the Mississippi River, will soon be creating Western Lowells and Chicopees. The field thus opened for artisans, especially for millwrights, is vast, and cannot soon be occupied. The shores of Lake Michigan, by their easy access to the vast lumber region, afford unsurpassed facilities for shipbuilding, and we do not believe that the West will long be dependent upon the East, for the productions of machine shops and foundries. Water powers are numerous almost all over the State—a thousand streams which now spend their strength in play of eddies, and in cresting the rocks along their beds with foam, if once caught and harnessed, would accomplish a higher destiny than is now theirs, and utter, in their ceaseless ripple, no less of poetry and more of utilitarianism.

The principal trading towns are, on the lake side, Milwaukee, Racine, Kenosha, Oyauee, Manitowac, Sheboygan, and Green Bay; and on the Mississippi border, Potosi, Prairie du Chien, Prairie La Crosse, and Willow River; in the lead district, Mineral Point and Platteville; in the basin of the Fox and Lower Wisconsin, Fort Winnebago, Portage City, Oshkosh, Fond du Lac, and Menasha; on the banks of the Rock River, Watertown, Janesville, and Beloit; between the Rock and Lake Michigan, Whitewater and Waukesha. These towns, the most prominent of to-day, may soon be eclipsed by the rising splendors of some village not embraced in the present catalogue.

All these towns are of a growth like enchantment. Milwaukee, which in

1835 was an Indian wilderness, is now a fashionable and wealthy city, with a population of 26,000. The fact, that in new States the largest part of the inhabitants are men, and that the business is mostly in the hands of young men, (ancient maiden ladies "please find, and when found make note of,") explains the wonderful *earnestness* of life, which characterizes young, rapidly growing towns. It explains also, why Eastern has come to be almost synonymous with metropolitan, in manners.

Madison, the capital of the State, deserves for its natural and picturesque beauty, a more extended notice than present limits allow. It is situated on an elevated isthmus, three-fourths of a mile broad, between two of a group, or chain of four beautiful little lakes, the largest of which is six by nine, and the smallest three by two miles in diameter. The water of these lakes is cold and clear, the shores are composed of a fine gravel shingle, and the bottoms of white sand. Their banks are, with few exceptions, bold, and present many situations similar, and hardly inferior, to those along the Hudson. The lower parts of the village are about fifty feet above the level of the lakes, while the eminence on which the Capitol stands, (in a park of fourteen acres, filled with trees of native growth,) is 30 feet higher. College Hill, the magnificent site of the State University, which has now been in operation several years, is another eminence, eighty feet above lake level, one mile distant from the State House. In no place has nature been more profuse in bestowing the natural elements of beauty, or more admirable in their collection. Rising from out the midst of an inland sea, with an outline graceful as the swell of an ocean wave, contrasting its mingled colors with the bright waters of the circumambient lakes, and the green woods and fields beyond, or, casting its long evening shadows far out over the waters, as if laying itself to rest in their deep bosom, Madison stands, the *nonpareil* of Western towns, the embodiment of ideal beauty. Hon. D. S. Curtiss, in a volume entitled "Western Portraiture," thus speaks of it:—"At some time in our travels or observations, all of us have met with some location that was at once, and indelibly, impressed upon the fancy, as the paragon of all out-door loveliness and beauty. * * * With many persons, Madison is that paragon of landscape scenery. As the brilliant diamond, chased around with changing borders, which sparkles on the swelling vestment of some queenly woman, so this picturesque village, with its varied scenery, sits, the coronal gem, on the broad and rolling bosom of this rich and blooming State." In its horoscope, lie commingled the results which will flow from its position as the capital—as one of the largest inland trade depots, and as a place whose natural beauty will make it a favorite "summer resort," and surround it with the country seats of wealthy and refined gentlemen.

We have said little of the superficial beauty of Wisconsin, and can say but a word. He who graduates his ideas thereof by his knowledge of the States adjacent, or by preconceived notions of prairies and Western country, will find himself entirely mistaken in his ideas of Wisconsin scenery. It is not Alpine, indeed, nor does it need be, in order to be beautiful and even magnificent. There are no level prairies, and none, we believe, so large that forests are lost sight of in crossing them. The best description of the *hillyness* (to make a word) is found in the fact that "brakes" are universally used on stage-coaches, throughout the State: and they are not, like the Esq. at the end of an address, or the curl of a pig's caudal appendage, "more for ornament than use."

Nor is the State liable to the imputation which often rests upon new States,

particularly in the West, of unhealthiness. The census returns show that the State of Wisconsin enjoys the healthiest climate in the United States, for one of such vast extent: and the fact is concurrent with rumor, agues, and the long catalogue of western fevers, so called, are much rarer than in New York even—the bright skies, *definite* weather, and pure air, are inimical to the whole family of febrile disorders.

We must not close, without a remark or two on the educational and kindred interests of the State.

Beside numerous academies and high schools, and several colleges, there is a State University, created by the munificence of Congress, which granted to the State, in trust, over 46,000 acres of land as an endowment. Their sale will produce a fund of about \$500,000, and it is provided that this shall furnish instruction gratuitously through the entire collegiate and professional courses. Congress also set apart the 16th section, (640 acres,) in every township, for the support of common schools, and has since increased this donation by a grant of 500,000 acres, and five per cent on all sales of government lands; thus laying broad and firm the foundation for an admirable system of common schools, and hastening the date of their existence.

Churches are not yet numerous, but, as is customary in all parts of the United States, the school-house is made a house of worship for a time; a fitting emblem of the fraternity of reason and revelation, of the mind and the heart, of natural science and divine truth. Church buildings will soon be erected, and if the moral and religious character of the community advances correspondingly, the future of Wisconsin will surely be brightened by the benediction of God.

"They shall prosper that love Thee."

In the links which are binding us faster and firmer to our Eastern fatherland, we see a promise, that in religion, as in arts and education, we shall become worthy our paternity. That was a capital idea which Dickens puts in the mouth of "Mr. Veller, Sen.," who, speaking of a steam-engine, says: "The sensiblest thing it does is, ven there is anything in the way, it sets up that 'ere terrible scream vich seems to say, 'Now 'ere's two hundred and forty passengers in the werry greatest possible extremity o' danger, and 'ere's their two hundred and forty screams in vun!'" It also tells that in distant lands, whence with winged steps it has come, *men* live and labor; that the greatest of victories and noblest of triumphs is being achieved there. It speaks of a far off land where gigantic forests are being hewn into stately cities, and the haunts of the buffalo and deer are becoming green pastures and golden grain fields.

"This sinking of the mountains and raising of the valleys," says a celebrated D. D., "is, I doubt not, in the providence of God, a preparation for the onward movement of other chariot wheels, than those of blood-stained conquerors—those electric wires are compassing the earth, for the conveyance of other tidings than those of either Commerce or conquest.

Let Christianity irradiate the vast circumference of this beautiful West, as the sun now shines upon it, and a new brightness and glory will arise over its wide-spreading prairies, and through its deep forests. Its landscapes will smile in more winning loveliness, and its lakes ripple in sweeter music—flowers will bloom in brighter brightness, and verdure wave in greener green.

A. F. C.

ART. VI.—MORAL BENEFITS OF SLAVERY.

FREEMAN HUNT, *Editor of the Merchants' Magazine, etc.* :—

SIR :—The excuse for sending this article to a *Merchants' Magazine*, is found in the title and design of such a work ; as a *military magazine* is the appropriate repository of material supplies for the future, so is a *Merchants' Magazine* intended as the repository of mental supplies for their use. Slaves are considered and used as merchantable property by nearly one-half of the States, and are guarantied in such use by the constitution of our government ; hence any information respecting it would be parallel with information respecting any other specie of merchandise ; and I feel assured that an article, recapitulating the old, or adding any new light on that subject, will be highly appreciated by many of the readers of Mr. HUNT's incomparable journal. I propose, 1st, to consider the moral benefits of slavery, its design and effect, as is set forth in the universally acknowledged book of morals.

2d. That it is the true, speedy, and successful method, for civilizing the heathen.

3d. The probable duration of slavery.

Permitting history to guide us, we must conclude, from the character of the municipal laws found necessary to govern the Hebrews, that the chosen people of God were a very depraved heathen, previous to their becoming slaves to the enlightened Egyptians.* Although subject to the instruction of that enlightened people for four hundred and thirty years, yet we find when they are intrusted by Providence with self-government, that they were wholly incompetent ; and the inspired instrument of their delivery had to operate on their religious fears, (with a thus sayeth the Lord,) to enforce the most simple† sanative laws ; a circumstance unknown, if ever required to govern any other heathen. Hence we infer that they were, previous to their bondage, a very depraved people, but having been taught subordination while slaves, their inspired guide could enforce civil laws among them by appealing to their fears and gratitude, which are the cultivated sensibilities of a slave. That the God of Israel did permit his people to be enslaved, no question can be made, and the permit being couched in the strong language (shall) of the decalogue, would lead us to believe that it was an unqualified edict, after the fulfilment of which, they were to be made a great nation ; by deduction we infer, that in their native condition they were not suitable material to make a great and useful people of, nor until they were taught subordination and the civilized arts by the enlightened Egyptians ; thus receiving the moral benefits of their enslavement.

The plan adopted for the civilization of Israel, appears to be the favorite of God to ameliorate the condition of the heathen, and to humble the proud. We find him using the same strong language (shall) while instructing the Hebrews to‡ buy of the heathen and enslave them forever, which shall be an inheritance for their children afterwards ; evidently limiting the term of their bondage by his own discretion, or their advancement in the arts of civilization and self-government, as in the case of Israel, and furthermore instructed them to§ enslave the Egyptians, for the purpose of inculcating humility. According to the book of morals, this species of merchandise (prop-

* Gen. xv. 13 : Gen. xlv. 3-4 : Exod. xii. 40.

† Lev. xviii. : Deut. xiv.

‡ Levi. xxv. 45-46.

§ Isai. xiv. 2.

erty in slaves) has been used as a means for ameliorating the condition of man, since a very early period of the world's history, by a thus sayeth the Lord, and would seem that its continuance was intended, until an object was accomplished. We find under the new dispensation of Christ, who was sent as an exemplar to the world, that his teachings were definite in regard to the relation he found existing between master* and servant; his intelligent vicegerant (Paul) was not less mindful of the then existing institution of domestic slavery, of which we have an evidence in his inimitable letter to Philemon, in regard to his runaway slave, whom he overtook and sent back to his owner, begging for his pardon. Much more proof could be added, that the Bible recognizes and teaches the enslavement of heathen, and that they are merchantable property and have been since time immemorial; but enough has been referred to for the purpose of inviting investigation.

2d. That it is the true, speedy, and successful method for civilizing the heathen. We have no evidence that any other plan has succeeded to any great extent; it is true that the Christian churches discourse eloquently in regard to their exertions in behalf of the heathen, but judging by the fruits of their labors at home, the plain inference is, that but little had matured abroad. The first effort to introduce this plan of civilization in America, was made with the aborigines, (Indians,) but the Europeans, finding them unprofitable servants and yielding to selfish considerations, adopted the African; instead of persisting in that, which would have proved a blessing to the natives in the end. Since the English have had possession of the country, the Indians have had ample opportunity for improvement in the arts, and moral government of civilization; the protection of our government is and has been thrown around them, they have been encouraged by example, sums of money have been appropriated to their use, enough to place them in comfortable circumstances, without any valuable consideration (so far as they are concerned,) from them in return. Collection after collection of money has been made, much of it the result of the properly directed labor of the African heathen, and appropriated to their civilization; teachers and preachers have been sent to them, many valuable lives exhausted in their service; the result of all these efforts is, that they are Indians yet, and are likely to continue such, with the addition of the vices of civilization, and an abhorrence of its virtues. The reason for all this misspent time and money, is to be found in the want of authority to control them. The task of domesticating a wolf unconfined, would be as readily accomplished, as to instruct, with a permanent effect, the Indian while in the enjoyment of his wild freedom, with no other faculty cultivated but sense, and it undisciplined. The culpability of this government must forcibly appear to every reflecting mind; having those people in our midst for so many ages, without advancing them in the road to civilization; instead, we see them rapidly growing worse in a moral point of view, extinction awaiting their race, a burlesque on the divine image and a disgrace to the country; and that too with the book of morals in our hands, plainly pointing out the true, speedy, and successful method of civilization. That they are a superior order of intelligences when compared with the African, we have evidence in their sagacity and determination in self-defence; and that they have received a more enlightened revelation is manifested, by never capturing their brethren with the view of selling or enslaving, "but of the children of the strangers," which edict they fulfill, apparently with the same views that the Hebrews were instructed, through

* Ephe. vi. 5.

† Philemon.

their prophet Isaiah, to enslave the Egyptians. Yet, with capacities superior and opportunities ampler for improvement, they are incomparable with the African heathen, which we have under process of civilization according to the Bible plan. Had the efforts been persisted in, which were made according to this plan, it is probable ere this our government could have erected a monument to herself, in the form of a State made up of civilized aborigines, effected by making them profitable laborers, whereas they have and are costing the labor of the country millions of money annually, as a means of defense against a worthless and wild enemy.

Having examined the second proposition analogically, of necessity will offer an analysis of the third after the same manner of reasoning. The duration of slavery is in the hopeful, but gloomy future; hopeful, because there is a hope during time, and gloomy, because of the great number of heathen that are in the world. We have not the least evidence, according to revelation, that slavery can cease so long as there are heathen, or until the world is brought to the light and liberty of knowledge; it is then we may look for equality among men of every grade. Knowledge or mental power has taken place of the physical of past ages, and until there is a mental equality, physical differences will prevail to the extent of forbidding the promiscuous amalgamation of the races, which of right should, that the God-like principle of man may continue to bring into subjection the animal of his kind, that reciprocal benefits may accrue, and the world's uses be served. Had England and the Northern States (from which the present generations were taught the first principles of domestic slavery,) continued to bear their part in this work, and not have yielded to self-interest, by dispensing with it because of its unprofitableness, the duration of African bondage might have been shortened, as Providence evidently has an object to accomplish through it, as in the case of Israel; hence the subject resolves into this proposition: if it required four hundred and thirty years to fit the Hebrews for self-government, under constant domestic instruction by the entire Egyptian nation, how long will it require a small part of the American people to effect the same with fifty millions of Africans. If human officiousness were to succeed in releasing or extricating them from their present situation, it could but give a different and probably a worse form and location to their bondage; if placed in colonies, a despotic government would of necessity, have to be administered, either by some of them or by the governments interested in their colonization, from the fact, that a people unfitted for freedom cannot be made free, nor can a people prepared for freedom be made slaves. The interference by human agencies with the ways of Providence, in securing permanently the release of Africa from mental and physical bondage, may stay the work for a time but cannot prevent; and when the work of their bondage is complete, the Exodus may be delayed by the self-sufficient wisdom of man, as did the Egyptians, but they will pass to the Canaan provided for them, although it should require the Atlantic Ocean to be opened with the divining rod which was employed on the Red Sea. Having become a great nation in numbers with no reliable attainment in self-government, presents physical circumstances which must forever preclude the possibility of individual or national action effecting their Exodus, and to attempt to hasten it without a knowledge of the divine will, may meet the rebuke that Pharaoh did in attempting to retain the Hebrews.

Respectfully yours,

WM. S. PRICE.

SPENCERVILLE, MARENGO CO., ALABAMA, }
February 23, 1853. }

ART. VII.—THE TRUE MERCHANT.

THE following sage counsel, which will be found equally curious and useful, is extracted from an ancient Norwegian book, entitled the "Royal Mirror"—a Danish version of which was published in Copenhagen in 1768. The original Norwegian work in question is traced to a period near the year 1200, and is supposed to have been prepared under the auspices of the then reigning king of Norway.

It is pleasing to perceive in the precepts referred to, evident traces of that sound common-sense—reverence of laws and of justice—moderation and fondness for substantial comfort, by which our own Anglo-Saxon ancestors, branches of the same stock, have ever been characterized.

For the following extract from the work above mentioned, we are indebted to the *Foreign Quarterly Review* of 1832:—

"You must well understand the distinction between the true merchant and the self-styled merchants, who carry on dishonest practices both in buying and selling. The true merchant is one who exposes himself to many dangers—now on the sea, now in heathenish lands—and almost always among unknown people. He must seriously consider whither he ought to direct his thoughts, in order that his affairs may be prosperous. The ocean should witness his docile promptitude and persevering gentleness—wherever he tarries, in commercial towns especially, he should exhibit modesty and meekness, and win the kind affections of all people. He must have no noisy or troublesome companions—he must rise early—he must attend the morning mass at church, and seek the favor of heaven by psalms and prayers. After thy night's repose, go forth to thy business. If the place is new, then is thy special providence needful to thee, and thou must study the manners and habits of the merchants—those who have the most honorable name. Take care that thy wares, whether thou buy or sell, be honest and undamaged, and thorough be thy examination *before* thy bargains are closed. Seek witnesses to all thy contracts—discreet and honorable witnesses. Settle thy bargains, if it may be, before the morning or mid-day meal, and having settled them, prepare thy board with white linen, wholesome food, and comfortable drink. Keep a good table if thou art able, and when thy meal is over, take a short rest or a pleasant walk, in order to keep thy spirits cheerful. Inform thyself as to the business that other merchants are doing—what new merchandise has arrived, that thou mayst be desirous of buying. Returned home, examine and take charge of thy purchases, and see that they are not exposed to loss or damage while under thy roof. If thy wares get injured, and it is necessary for thee to get rid of them, show the defects openly and honestly, and make the best bargain thou art able, else thou wilt be esteemed a cheat. Set a fair price upon thy goods, not higher than is just, and thou wilt not be deemed a higgler, and let not thy wares remain long on hand, as it is merchant-like to be active in selling and buying, and in making many profits, and devote thy hours of leisure to study. Learn knowledge from books, and especially law books. In these last inform thyself thoroughly—especially in the commercial and maritime code. For when thou art well acquainted with the laws, not only wilt thou protect thyself against injustice from others, but secure thyself against illegal dealings towards them. But though thou art called upon especially to study the laws of other countries, thou must not forget to become acquainted with their manners and usages, and especially in the places in which thou makest thy abode.

"Accustom thyself to a busy and wakeful life, but not so as to injure health by over-exertion. Keep aloof from sadness—for sadness is sickness of soul. Be kind and gay—equable and not changeable. Avoid evil speaking—and give good counsel to him who will accept it. Seek the company of the best men.

Keep thy tongue carefully. It may honor, it may also condemn thee. If thou wax angry, speak little, and that not vehemently. Men would give gold sometimes to buy back a passionate word, and I know nothing that so destroys unity, as the exchange of evil language, especially in the moment of strife; and there is no nobler, no higher power than that by which a man can keep his own tongue from cursing, slandering, and other foolish prate. There are other things to be avoided as the fiend himself, as gaming, dice, wagers, licentiousness, and other excesses. These are the roots of many more evils, and unless care is taken will hand thee over to great shame and sin.

"When thy capital amounts to a considerable sum, divide it into three parts. Invest one-third with honest and able merchants, who abide in the best trading-places, [stocks in the days of our author were probably not much in vogue,] the other two-thirds divide in different plans, and employ in commercial journeys, for thus it is not likely that, in any case, all thy fortune should be sacrificed. But if thou hast amassed great wealth, employ two-thirds of it in the purchase of land, the safest of all possessions, for thyself and thy family; and thus, if it please thee, thou can employ the other third in thy wonted trade. But when thou art satisfied, when thou hast seen the manners of foreign lands, and undertaken many voyages and trading journeys, thou mayst withdraw. Yet remember all thou hast seen, both of good and evil—the evil that thou mayst avoid it, the good, to profit by it, not alone for thy own benefit, but for the benefit of all who will be counseled by thee."

JOURNAL OF MERCANTILE LAW.

IMPORTANT CASE TOUCHING MERCANTILE USAGE.

In the Liverpool Court of Passage, February 9th, 1853. *Jarvis vs. Rathbone and Company.*

The plaintiff in this case was Edward Jarvis, and the defendants, Rathbone, Brothers and Co. The action was brought to recover a sum of £5 5s. 1d. for the carriage and conveyance of certain goods and merchandise, from Alexandria to Liverpool, in a ship called the *Zodiac*.

Mr. Aspinall, in stating the case, observed that the action was brought to recover the sum of £5; but the question to be decided involved one of considerable importance to the community, and, therefore, a special jury had been chosen to try it. The goods had been shipped in Alexandria, under a bill of lading, containing these words, "freight payable there at the rate of one halfpenny sterling for each pound weight delivered at the Queen's beam, in full, and one pound sterling for every nine tons delivered, gratuity to the master, with average accustomed." The amount of freight payable would have been about £446 on the goods arriving here. The goods were delivered in the ordinary course; and when they came to settle, Messrs. Rathbone claimed to deduct, on the ground of custom, three months' interest, at five per cent. The question was, were they entitled to make any such deduction? He contended that even if it could be proved there was such a custom, and that it amounted to the general custom of merchants, such custom would be no answer whatever to the written contract which existed between the parties, by virtue of the bill of lading; and he would contend that no evidence of any custom was admissible. If the defendants were parties to the bill of lading, no evidence could be offered to explain or deduct from the amount which was to be paid. If the captain had chosen to insist on his lien, he would be entitled to receive all the money for which he had contracted in his bill of lading. He would prove the bills of lading and the delivery, and it would be for the jury, under the direction of the court, to say what the law was, and whether this sum could be recovered or not.

Mr. Milward, on the part of the defendants, admitted the bills of lading; that

the amount, if any due, was £5 5s. 1d.; that the goods were shipped by Messrs Tod, Rathbone, and Co., the Alexandrian house of Messrs. Rathbone and Co., on the bills of lading, and were indorsed to the defendants, and delivered to the defendants as per bill of lading, the freight amounting to £446 6s.; £444 0s. 11d., being paid after delivery, without prejudice. The question was, whether or not the time of three months which had been adopted, was the proper time for the payment of freight, or whether the freight should be paid instantly on the delivery of the goods. He should be able to show that the custom was to allow three months' credit for the payment of the freight; but if the money were paid at the time, and three months' discount deducted from it, it was just the same thing. He would call witnesses to show that this custom had generally obtained at Liverpool, and that it had never been successfully resisted; and if he did so, it was all that was necessary for him to establish. This was not a contract between the captain and the defendants, but an agreement between the captain and the original shippers at the time the bills of lading were entered into. They were then indorsed to the defendants, and they, to a certain extent, were bound by the terms of the bills of lading; but that was under a new bargain which originated between the indorsee and the captain of the ship, by the fact of their presenting the bill, and he delivering the goods. He contended, as there was then no written agreement, parole evidence was admissible; and even if it were in writing, evidence as to custom would not be inconsistent with it. He then directed attention to the terms of the bills of lading, which said nothing about the time the freight was to be paid, and, even if they had, he could introduce evidence of the custom of the port. The period of three months was not invalid in law, but the reasonable and proper time which experience and custom had fixed for all trades, with the exception of India and China, where it was two months.

Mr. W. J. Lamport, of the firm of Lamport and Holt, was then called to prove the custom of the port with regard to the Mediterranean trade; but on the question being asked him, "What practice has obtained in Liverpool as to the mode and time of payment of freight?"

Mr. Aspinall objected, and argued at considerable length that the evidence was inadmissible.

Mr. Milward replied. The assessor decided to admit the evidence, giving leave to the plaintiff to move to have a verdict entered for £5 5s.; and for both parties to tender a bill of exceptions, with a view of having the question raised before the superior courts. Mr. Lamport then stated, that in all trades with which he was acquainted, except India and China, the practice had been to give three months' credit, or allow discount for three months at the rate of five per cent per annum. If the money was paid in the course of three months, you deduct as much of the three months as has to run, the freight-note being dated from the last day of delivering the cargo. He never knew this to be successfully resisted, and even though where the bill of lading made the freight payable on the delivery of the goods, three months' discount was always allowed, in his experience.

A great number of the most respectable merchants, ship-brokers, and agents, in Liverpool, corroborated the evidence of Mr. Lamport, that the custom was invariable, unless where special contracts were entered into, as in the cases of steamers where cash was payable without discount; but several of the witnesses deemed that the consignee had not the option of three months' credit, or three months' discount; amongst those was Mr. James Aikin, who was of opinion that three months' credit could not be claimed, but that cash equal to three months should be paid on the delivery of freight-note. Some of the witnesses also stated they had known this custom to be resisted successfully by captains, but in those cases legal proceedings had been commenced, and the amount in question, perhaps a few shillings, so small, that sooner than incur expense, the money was paid.

The principal witness for the plaintiff was Mr. E. D. Glynn, shipowner, broker, and commission-merchant. He proved that in upwards of twenty-eight instances he had known this custom to be resisted, and the full amount of freight paid. He had known, however, of the custom, and he told one of the captains who re-

sisted it that such a custom prevailed in Liverpool. The parties who paid the full freight insisted on the discount as long as they could.

Mr. James Wilson and Mr. H. Suter, ship-brokers, instanced cases where the full freight had been paid; but it was elicited that both witnesses had allowed the discount themselves, and in the cases cited by the latter gentleman, proceedings had been taken for the total amount of freight, not for the recovery of the discount.

Mr. Milward then offered a few observations to the jury, urging that after the evidence which had been given on both sides, the verdict should be for the defendants.

Mr. Aspinall replied, and

The learned Assessor briefly summed up, directing the jury to find on the following points: whether there was a usage as to the payment of freight under such a bill of lading as the one under consideration, and what the usage was; and whether, when the bill of lading expressed on the face of it the words "payment on delivery," such usage extended to such a case as that?

The Jury, after some consultation, found that a usage prevailed as to the payment of freight under a bill of lading like the present; and the usage was, freights were payable in cash, equal to three months from the date of the final delivery, and that the custom applied in cases where the freight was made payable on delivery, and to all bills of lading, unless there was a special clause to the contrary. The jury then, under the direction of the Assessor, found a verdict for the defendants; the assessor reserving the legal points raised in the case for further consideration.

LIABILITIES OF HOTEL KEEPERS FOR THE LOSS OF THE MONEY OR LUGGAGE OF TRAVELERS.

In the case of *Berkshire Woolen Company vs. N. S. Procter et al.*, at the September (1852) term of the Supreme Judicial Court in Berkshire county, Massachusetts, and which will be reported in full in the next volume of Cushing's Reports, a decision was given by Judge Fletcher, of great importance, as setting the liabilities of hotel keepers for the loss of the money or baggage of travelers from their hotels.

It appeared in evidence and by admission, that the defendants kept the Marlboro' Hotel in Boston; that the agent of the plaintiffs came to Boston about the 1st of October, 1849, to take charge of a lawsuit for the plaintiffs; that he brought some twenty-five of the plaintiffs' witnesses and one thousand dollars of the plaintiffs' money to pay the expenses of the suit; that he put up at the Marlboro' Hotel; that he kept a part of the money in his trunk in his room, taking it out, from time to time, as he had occasion to use it; that on November 2d, he had \$500 in his trunk, which he kept locked; that on November 3d, he found the lock had been picked and the money stolen; that he notified the defendants and with them made diligent but unsuccessful search; that he had agreed to pay for himself and witnesses at a certain rate per week, and if they did not remain a week to pay at a higher rate; that he did not inform the defendants that he had money with him until after the loss; that he usually locked the door of his room when he went out, but might not have locked it that particular time; that he usually left the key in the door of his room, and that it was customary in the Marlboro' Hotel for travelers to leave their keys in the doors of their rooms, and evidence also was offered that it was customary in the Marlboro' Hotel to provide a safe for depositing large sums of money and other valuable articles, and customary for travelers to deposit accordingly, but this custom did not appear from the printed rules of the house, and there was no evidence that it was known to the plaintiffs' agent.

The defendants contended that the plaintiffs were not guests of the defendants, and that they were not responsible to the plaintiffs for the plaintiffs' money in the possession of the plaintiffs' agent, though he was a guest-at the hotel.

Also, that the agent was not a traveler but a boarder, and that, therefore, they were not liable as hotel keepers.

Also, that as hotel keepers, they were liable only for a sum necessary, appro-

priate, and designated for ordinary expenses, and not for the \$500 which was intended to defray the expenses of a law suit. Also, that said agent was bound by their custom to deposit in their safe, though ignorant of the same, and by his neglect so to do they were exonerated.

Judge Fletcher for the court said that the agent having come to the hotel as a traveler and having been received as such, the liability of the hotel keeper continued, whether he remained a week, month, or longer, or whether he paid by the week, month, or otherwise, so long as he was not a resident but retained the character of a traveler.

Also, that the defendants were liable to the plaintiffs for the plaintiffs' money in the hands of the plaintiffs' agent, though said agent only, and not the plaintiffs, personally put up at the hotel.

Also, that if the loss was produced by the carelessness of said agent, the hotel keepers were not liable, and that a knowledge by said agent of the custom to deposit large sums in the safe, and his not complying with it, would amount to such carelessness, but that unless the hotel keepers could clearly prove such knowledge by said agent, they must be held liable, and that there could be no legal presumption that every traveler who puts up at a hotel has a knowledge of its particular customs and usages. Also, that hotel keepers are liable for the safety of the goods and money of their guests, and that as travelers are compelled to rely almost entirely upon their good faith, and as it would be almost impossible to prove fraud or negligence against them, upon the great principle of public utility, their liability is restricted to no particular amount either of goods or money. Judgment was accordingly rendered on the verdict for the plaintiffs. This decision thus settling the law in this Commonwealth, is one of the highest importance to hotel keepers and of great interest to the public generally.

LIABILITIES OF ADVERTISERS AND SUBSCRIBERS TO NEWSPAPERS.

In the Supreme Court, (city of New York.) Before Chief Justice Oakley. James Watson Webb, vs. Henry J. Ibbotson.

This was an action by the proprietor of the *Courier & Enquirer* to recover \$300, with interest, for an extra leaded advertisement, inserted for 150 times on the second page of the C. & E., in relation to "Papier Machie." On the part of the plaintiff it was proven that the *Courier & Enquirer* was regularly left at the place of business of the defendant.

Mr. Mumford, a clerk in the employ of the plaintiff, was then called, and deposed that the advertisement in question was brought to him by the defendant's clerk, with a request that it might be noticed, and the messenger was sent up to Mr. Raymond. On the return of the messenger he brought the MS. marked "lead—send for notice." Mr. Mumford asked if it was to go in that way? The messenger said "yes," and Mumford said in reply "all right." When the account was sent to the defendant he refused to pay, upon the ground that the order was to insert the advertisement in the ordinary way, and to take all others out. On the part of the defense, Mr. Cutlippe, clerk to the defendant, testified that he took the advertisement and saw Mr. Raymond, but that nothing was said as to its being an extra charge or a leaded advertisement. He went down stairs with it to Mumford, and told him it was to go in, in lieu of all other advertisements and in the usual way. The witness did not see the word "leads," and would not have known if it meant an extra charge.

The Chief Justice said that it was quite apparent that the person who knew most about the advertisement was not in court. Mr. Mumford has been examined, and he had stated what the terms of subscription would be, and the charge for such an advertisement. Cutlippe, the other witness, says he called on Raymond and took specimens of papier machie to exhibit, and request an editorial notice. After some conversation the witness was referred to Mumford, and says that he told him he wanted this advertisement put in as before in the usual way, and the difference of over sixteen lines, which he had a right to as a subscriber to be charged. To this request Mumford is said to have responded "all right." Mum-

ford says the witness Cutlippe brought this paper to him, and that the marks on it are in Raymond's writing, and Cutlippe says he made no inquiry as to any extra charge, and would not have left the advertisement if he had known there had been one. Mumford says he understood that it was to be a leaded advertisement, inserted in a conspicuous place in the paper. Now it is urged that as the defendant took the paper, saw the advertisement, and continued to enjoy the advantage of this advertisement without making any objection, that he ought to pay for it—that is if he was aware of its being in the paper, and that it was an extraordinary advertisement, and that he had only a right to 16 lines in the usual way. So if a man takes a paper by subscription and should order it to be discontinued, and the editor continues to send it, from any misconception, the subscriber is liable on this ground, that he must not receive the paper and get the advantage of reading it without paying for it, unless he takes measures to notify the editor, and have the error corrected. If this advertisement was published in this extraordinary way, and the defendant knew of it, he was bound to tell Mumford that such a mistake had been made, in order that it might be corrected, and if defendant knew of this and did not tell of it, he ought to pay for it.

The jury retired, and in a few minutes returned into court with a verdict for the plaintiff of \$318 89, being the amount claimed with interest.

CONDITIONS OF A POLICY OF INSURANCE AGAINST FIRE.

In the Court of Appeals, (State of New York,) December 30th, 1852. John Mead, respondent, vs. the North-Western Insurance Company, appellants.

When the conditions annexed to, and made part of, a policy of insurance against fire, provide that, in case the insured premises should be used for any trade, business, or vocation, denominated hazardous, the policy should be of no force while such use continued; any use of the premises contrary to such conditions at the time of the loss, avoids the policy, though it appears that the fire did not originate in the building so used; that the insured had no knowledge of such use, and that no change had been made in the business since the insurance was effected.

It seems that where the conditions of the policy provide that camphene cannot be used in the building insured, without special permission, that such use avoids the policy, although it be discontinued prior to the fire.

The buildings insured by the several policies in suit, were described in the policies as brick buildings. It appeared that the partition-walls, separating them from one another, were (above the first story) only 4 inches in thickness, composed of joists, or wall-strips, 3 by 4, or 2 by 4 inches, set perpendicularly at short intervals—the spaces filled with brick, presenting a plain surface on each side, in part wood and the residue brick, and plastered without lathing. The outer walls were brick. It was held proper to prove by a builder whether such would be considered and called brick buildings.

OWNERS OF VESSELS AND SHIPPERS OF CARGO.

In the United States District Court, Southern District of New York, (May, 1853.) Before Judge Betts. Morgan O'Connell, vs. the Brig Tally Ho.

The vessel laden with a cargo of corn, &c, from the United States to Londonderry, put into the port of Fayal in distress.

A part of the cargo was thrown overboard for safety of vessel, and part was destroyed by perils of the sea, or greatly injured and unfit for further transportation.

The vessel and cargo were taken charge of by the American Consul.

The said part of cargo, as well as that rotted and perishing, was landed and stored at Fayal.

On a survey, it was reported that a sale be made of the deteriorated corn, and

the Governor of the island advised sale of the said corn because of the scarcity of provisions at Fayal, and distresses of the inhabitants for want of food; and advised the United States Consul that an attempt to reload and export the said corn, would, no doubt, be resisted by force, and promote a popular rising.

The consul ordered a sale of the whole cargo, and paid over part of the proceeds to agents of libellants, and holds balance in his hands.

The captain of the vessel protested against the sale of her cargo.

The owners of the vessel claims freight *in toto* or *pro rata itineris*. The shipper of the cargo demands the value of the cargo discharged of freight.

Held by the court, that the shippers of the cargo are not bound by the sales and acts of the United States Consul at Fayal. That they did not in fact, nor by implication of law, accept delivery of the cargo at Fayal or ratify the sale, and that the owners of ship are not entitled to freight at that place. That the ship was bound to deliver the cargo at the port of destination to be entitled to freight. That the owners of the vessel are bound to contribute to general average on the value of the freight, upon that part of the cargo thrown overboard and sacrificed for safety of vessel. That the libellants recover, at their election, the value of the cargo at the point of destination, deducting freight, or the proceeds of the sale at Fayal, with interest, free of freight. That the claimants are to be credited the amount remitted to libellants from Fayal and accepted by them.

Condemnation of the vessel for the amount, and reference to commissioner to ascertain and report the amount.

LANDLORD AND TENANT.

In the Court of Appeals, (State of New York,) December 30th, 1852. John Tracy, respondent, vs. The Albany Exchange Company, appellants.

The plaintiff was the lessee of a store for two years and six months from November 1, 1846, at a rent of \$1,000 a year, payable quarterly, under a lease executed by the defendant to him, which contained the following covenant:—"The said party of the second part to have the refusal of the premises at the expiration of this lease, for three years longer."

On the 1st of February, 1849, the plaintiff requested a new lease for three years from May 1st, 1849, at the same rent. The defendant refused to give it, and subsequently gave notice to the plaintiff, that unless he would accept a new lease at \$1,200 a year rent, the premises would be rented to another. At the time of the request and refusal, there was rent in arrear. The defendant, after this threat, on the 10th February, 1849, accepted a new lease for one year from the 1st of May following, at a rent of \$1,200 a year; protesting, however, against the right of defendant to exact an increased rent, and claiming to reserve his right of action on the above covenant, for the alleged breach of which this action is brought.

Held, That the covenant gave the plaintiff a right, at his election, to a new lease for three years from the termination of the old one, and at the same rent.

That the election to take a new lease might be made before the expiration of the old one.

That the refusal of the defendant to execute a new lease, unless at an increased rent, was a breach of the covenant.

That the covenants of the old lease were not merged in, or satisfied by, the new one, nor was the plaintiff's right of action waived by his acceptance, under protest, of the new lease.

That rent being in arrear did not affect the plaintiff's right of action, the payment of rent not being a condition precedent to the right of renewal.

That the measure of damages was the difference between the rent which the defendant was to have paid according to the first lease, and that which was demanded of him in the second, less a rebate of interest.

MARINE INSURANCE.

WHAT CANNOT BE INSURED.—In time of war no valid insurance can be effected upon the property of an enemy, although such property consists of goods manufactured in our country; neither can a citizen insure goods purchased by him in an enemy's country. (*Bristow vs. Towers*, 6 T. R. 35; S. T. R., 548.)

THE WAGES OF SEAMEN CANNOT BE INSURED.—This rule, however, does not apply to wages already earned. (*Hughes on Insurance*, 18.)

Neither does it apply to the captain's wages, which may be insured, as also his commissions and privileges on board the vessel. (*King vs. Glover*, 5 B. and P., 206.)

Where, by the laws of the land, the traffic in any article is prohibited, no insurance can be effected on such article. The general rule is, that an insurance cannot be made in contravention of the laws of the land. (*Hughes on Insurance*, 20.)

And the insurer may take advantage of this objection, though he knew, at the time the insurance was effected, that the voyage was illegal. (*1 Marshall on Insurance*, 48, 49.)

THE PROPERTY USUALLY INSURED.—Insurances are most commonly made on goods and merchandise, freight, bottomry loans, profits, and commissions. Every species of property, in fact, may become the subject of insurance, unless, from motives of public policy, it has been prohibited by law.

A PERSON CANNOT INSURE UNLESS HE HAS AN INTEREST IN THE PROPERTY INSURED.—The law is well settled in this country, that if a man insures property in which he has no interest, the insurance is void, although it is expressed in the policy, "interest or no interest." These policies are called wager policies, and are regarded by law as a species of gambling, and are therefore void, (*Amory vs. Gilman*, 2 Mass., 1; 1 New York Revised Statute, 662, § 8, 9, 10; 1 Rawle, 107; 2 Verm., 144.)

It is not necessary, however, that a person should be the owner of the whole, or a part of the property, in order to enable him to effect an insurance thereon; it is sufficient if he is directly interested in its safety. A person, therefore, has an insurable interest in any property, when he is so circumstanced with respect to it, that its loss will be prejudicial to him. (*Lucena vs. Crawford*, 5 B. and P., 302.)

INSURANCE UPON FREIGHT.—In order to recover on a freight policy, the insured must establish, either that goods were put on board the vessel, or that there was some contract under which the shipowners, if the voyage had been consummated, would have been entitled to demand freight.

It is not always necessary, however, that the cargo should be actually on board, in order to enable a ship-owner, upon the loss of the vessel, to recover the insurance of freight; it is sufficient, if he is so engaged as to give the ship-owner the right to have it. (*McGaw v. Ocean Ins. Co.* 23 Pick. 405. But it is necessary that the insured should have either already received the goods on board, or sailed in the performance of a contract to carry goods. *Riley v. Hartford Ins. Co.* 2 Conn. 368. If therefore, the owner of a ship, upon the eve of sending her to a foreign port for the purpose of obtaining freight, (no cargo, however, having been contracted for, but the ship being merely a seeking ship,) should procure an insurance on the freight expected to be earned, and the vessel should be lost on her passage out, and before any contract for freight had been entered into—the owner could not recover such insurance.

And where, on a valued policy made with reference to the whole amount of freight, a complete cargo is not in fact obtained, but the ship is only partly loaded when lost, the insured can only recover for the loss of the freight on the goods actually loaded on board the vessel. (*Hughes on Ins.* 45.)

OTHER INSURABLE INTERESTS.—The profit expected to arise from a cargo of goods may be insured. Profits ought always to be insured in a *valued* policy, as they are then recoverable in case of a loss of the cargo, without the insured being compelled to show that any profits would have been made if the loss had not happened. (*Patapseo Insurance Company vs. Coulter*, 3 Pet., 222.)

The advances of a consignee, an agent, or factor, and the commissions of a master or supercargo, are all subjects of insurance. So, a merchant has an insurable interest in the expected commissions upon goods upon ship-board, in the progress of the voyage, which are consigned to him for sale. (*Putnam vs. Mercantile Insurance Company*, 5 Mete., 386.)

Both mortgagor and mortgagee may severally insure their respective interests. And though the property is mortgaged to its full value, yet the mortgagor has an insurable interest in the whole. (*Traders' Insurance Company vs. Roberts*, 9 Wendell, 404; *Pick.*, 258.)

The lender upon bottomry and respondentia bonds has an insurable interest for the sum lent. The owner of the ship in such case, has only an insurable interest in the surplus value above the sum lent. (1 *Marshall on Insurance*, 115.)

It is sufficient if the insured has only a special property in the thing insured. As a part owner of a vessel who has chartered the remainder with a covenant to pay the value in case of a loss, may insure the whole vessel as his property. But a part owner insuring in his own name only, and not mentioning any other person as being interested, can recover only the value of his own interest. (*Oli-ver vs. Green*, 3 Mass., 133; 1 Mete., 16.)

FREIGHTS RECOVERABLE IN QUANTITY OF GRAIN DISCHARGED.

Prutz vs. Ralli and others. This was an action for the freight of a Prussian vessel, the *Convention*, on the occasion of carrying a cargo of wheat from Odessa to England. The defendants paid £550 into court, and denied their liability beyond that amount.

Mr. Serjeant Byles and Mr. Unthank were counsel for the plaintiff, and Mr. Serjeant Channell and Mr. Brewer for the defendants.

It appeared that the defendants were consignees of a cargo of wheat, which, according to the bill of lading, amounted to 2,580 quarters, but as the captain, the present plaintiff, had, owing to the strictness of the quarantine laws at Odessa, been unable to inspect the actual quantities put on board, he had only signed the bill of lading after adding "measure and quantity unknown." The ship, on arriving in London, was unladen by the regular meters, and their certificate showed that 24 quarters only were damaged, and that the whole quantity was 151 quarters more than expressed on the bill of lading. The plaintiff accordingly claimed freight on the larger amount, and called many of the most respectable ship-brokers in London to prove a custom that freight was reckoned according to the quantities mentioned in the meters' certificate. They agreed as to the custom on sound and good wheat, but it seemed to be a matter of dispute and adjustment as to the payments to be made on what was expressed to be damaged. The defendants contended that this cargo was much heated, and damaged to a greater extent than 24 quarters, and that the increase in bulk was entirely attributable to the heating, and the water which had caused the heating.

The Lord Chief Justice asked the jury what was the amount actually shipped on board at Odessa, and what was their opinion as to the custom set up.

The jury could give no answer on the first question, but found that the custom to pay according to the quantities ascertained by the meters' certificate was well proved, on which a verdict was entered for the plaintiff. Damages, £52 10s.

The preceding case we find reported in the Belfast (Ireland) *Mercantile Journal*.

COMMERCIAL CHRONICLE AND REVIEW.

GENERAL STATE OF THE MONEY MARKET, WITH THE CAUSES OF THE RECENT CONTRACTION—SPECULATION NOT PART OF THE LEGITIMATE BUSINESS OF A MERCHANT—GAINS AND LOSSES IN THE STOCK MARKET—EVIL INFLUENCE OF A THIRST FOR SUDDEN RICHES—LOANS TAKEN AT PAR—RECEIPTS OF GOLD FROM CALIFORNIA—ASSAY OFFICE AT NEW YORK—PROVISION FOR SILVER CHANGE—DEPOSITS AND COINAGE AT THE PHILADELPHIA AND NEW ORLEANS MINTS FOR FEBRUARY, AND COMPARATIVE DEPOSITS SINCE JANUARY 1ST—INCREASED RECEIPTS OF FOREIGN GOODS—IMPORTS AT NEW YORK FOR FEBRUARY, AND FROM JANUARY 1ST—COMPARATIVE RECEIPTS OF RAILROAD AND OTHER IRON—IMPORTS OF DRY GOODS FOR FEBRUARY, AND FROM JANUARY 1ST—CASH DUTIES RECEIVED AT NEW YORK—EXPORTS FROM NEW YORK FOR FEBRUARY, AND FROM JANUARY 1ST—EXPORTS OF LEADING ARTICLES OF PRODUCE—INCREASED EXPORTS OF COTTON FROM THE UNITED STATES, ETC.

IN our last month's review, we left the money market in a feverish and somewhat excited state, and hinted that the large amounts borrowed upon fancy stocks, railroad bonds, and similar collaterals, would be found the greatest source of trouble, in case of any farther pressure. This anticipation has been realized. The increased rate of interest adopted by the Bank of England was, perhaps, the starting point, but many other causes accelerated the progress of the change. The published statements, showing the large increase in our foreign imports, excited unusual attention, and induced more caution among capitalists. The large drafts from the South and West upon the specie funds in the Atlantic cities, lessened the facilities granted to borrowers. The near approach of the period when the banks of New York might expect to be called upon for their quarterly statements, led these institutions to contract their loans, and endeavor to increase their specie strength, and the contraction occurring in connection with the other causes, induced a temporary panic. During this, some of the new banks, whose experience had extended only through prosperous times, and who therefore felt no fear in carrying all the sail they could spread, were found too much extended, and had to call out for help. All these things in conjunction, swelled the excitement to an unusual pitch, and created a demand for money, which carried the street rates up to 9 a 12 per cent per annum, even upon the best securities. There has been, however, no *scarcity* of capital, and thus the stringency has produced no disastrous results. It has, however, given a lesson to the unwary and reckless, which some of them will not soon forget. Much blame has, of course, been bestowed upon the banks and capitalists, and a part of it was undoubtedly deserved. Our moneyed institutions had caught the general fever, and were expanded beyond prudent limits. But the great evil was with the people themselves. There has been in all of our large cities too much recklessness of speculation, and parties have engaged in this attempt at money making who ought to have known better, and who would be heartily ashamed to have a record of their illegitimate transactions published in connection with their names. We do not allude simply to real estate speculations, although most of our men of business ought to have nothing to do with them, but to stock gambling and kindred transactions, with which the mercantile community ought never to intermeddle. The custom of dabbling in sales at the

stock board has become so universal that the words of truth and soberness will almost seem harsh to many of our readers; but it is nevertheless true that no man, doing a regular mercantile business, ought ever to buy a share of stock, except for the investment of surplus funds. Instead of following this safe rule, a large majority of the business men in our large cities, particularly in New York, are constantly speculating in these dangerous securities. Any one who has followed carefully for some years the course of the stock market, must have seen the large aggregate amount of losses which ensue from the constant fluctuations in prices. It might at first be supposed that the gains equaled the losses, and that one wins what another sacrifices, but this is not so in reality. It costs a great deal to keep the machine in motion, and thus a constant waste of the means requires fresh victims. We do not say that the business of the stock broker is not honorable; there is a large amount of money seeking a regular investment in stocks, which is legitimately passed through the hands of those who have a seat in the board, and the capitalist, in business or out, who has surplus means, may certainly purchase such securities as he shall fancy. But the large array of forces in this department is chiefly supported from the losses of outside speculators. The sumptuous living, and the elegant establishments, are most generally paid for out of the money of those who ought never to have touched the traffic, and for whose permanent prosperity the excitement is as dangerous as the chances of the gaming table. It is needless to theorize upon the causes which leave the whole burden of loss upon the casual dealer in stocks, or to except the few who have made a fortunate "turn" and escaped unscathed. It is notorious that the whole system is chiefly supported from the capital of those who have not a dollar to *invest*, and who ought never to have attempted the speculation.

It is such inconsiderate use of borrowed capital that, on a sudden loss of confidence, creates the general distress. Apart from the difficulty in which it frequently involves the man of business, it sets a pernicious example to the young. At least one-half of all the clerks in New York who had accumulated any savings have, during the last twelve months, been engaged in one or more "operations" in stocks; and not a few have been in danger of criminal appropriations of the property of their employer to furnish them the means of redeeming their losses or increasing their gains.

We have written strongly upon this subject, because the hearts of our business men seem more intent than usual upon acquiring sudden wealth. The slow and patient accumulation, which waits upon years of toil, is now flippantly despised, and the tone of commercial feeling in some quarters, has been painfully modified by this unhealthy thirst. Such feverish impatience is the sign of disease, and should be carefully guarded against by those who would seek for permanent prosperity.

Since our last, the loan of \$1,000,000 advertised for by the Illinois Great Western Railroad Company, was all taken at par. The bonds bear interest at 10 per cent, and are redeemable in 1868, being secured by a mortgage upon the line of the road.

The receipts of gold from California show a large increase for the month of March, the last arrival having been one of the heaviest of the season. Congress

has provided for the establishment of an assay office in the city of New York, which will relieve the Philadelphia Mint of the burden of coining the gold intended for export, and save the owners the expense and delay of transmission. The act for the reduction of the weight of silver coin, noticed in our last, will soon be in operation, and afford a great relief to those now suffering from the scarcity of small change.

The following will show the deposits and coinage at the Philadelphia and New Orleans Mints for the month of February:—

DEPOSITS FOR FEBRUARY.

	NEW ORLEANS.		PHILADELPHIA.	
	From California.	Total.	From California.	Total.
Gold.....	\$213,363	\$218,957	\$3,517,000	\$3,548,000
Silver.....	192	3,055	13,560	13,560
Total.....	\$213,555	\$222,012	\$3,520,560	\$3,561,560

GOLD COINAGE.

	Pieces.	Value.	Pieces.	Value.
Double eagles.....	12,250	\$305,000	115,040	\$2,300,800
Eagles.....	.....	.....	20,233	202,330
Quarter eagles.....	.....	.....	51,886	129,715
Gold dollars.....	.....	.....	298,435	298,435
Total gold coinage.....	12,250	\$305,000	485,594	\$2,931,280

SILVER COINAGE.

	Pieces.	Value.	Pieces.	Value.
Quarter dollars.....	44,200	\$11,050
Dimes.....	95,000	9,500
Half dimes.....	135,000	6,750
Three-cent pieces.....	2,700,000	81,000
Total silver coinage.....	2,974,200	\$108,300

COPPER COINAGE.

	Pieces.	Value.	Pieces.	Value.
Cents.....	.....	.....	200,031	\$2,000
Total coinage.....	12,250	\$305,000	3,659,825	\$3,041,580

GOLD DEPOSITS FOR TWO MONTHS AS COMPARED WITH THE PREVIOUS YEAR.

	Philadelphia.	New Orleans.	Total.
1853.....	\$8,510,097	\$528,920	\$9,038,317
1852.....	7,161,910	1,163,157	8,325,067
Increase.....	\$1,348,187	\$634,937	\$1,713,250

The deposits for March will considerably add to this increase.

We stated in our last issue that although the official returns of the imports of foreign goods for February were not completed, yet that sufficient was known to show that the rate of increase was still larger than already noticed in January. This assertion has been fully borne out by the returns. In New York, where two-thirds of the imports of the whole country are landed, the receipts of foreign goods were about twice as large as in February, 1852, and \$5,327,517 larger than the corresponding month of 1851. We annex a comparison of the various items for the same month in each of the three years noticed:—

IMPORTS OF FOREIGN MERCHANDISE AT NEW YORK FOR THE MONTH OF FEBRUARY.

	1851.	1852.	1853.
Entered for consumption	\$9,442,007	\$7,024,952	\$14,578,018
Entered for warehousing	1,240,329	1,003,883	1,012,534
Free goods	1,208,036	1,110,949	1,767,908
Specie and bullion	164,081	10,293	123,430
Total entered at the port	\$12,054,403	\$9,249,577	\$17,481,920
Withdrawn from warehouse	899,438	1,788,997	830,552

It will be seen that the increase has been confined to goods entered directly for consumption, showing that there has been a brisk demand for distribution. The warehousing business has been very light, there being no surplus stock. There has been a very large increase in the receipts of free goods, chiefly tea and coffee, the former of which, particularly, has arrived largely. Adding the increase in February to the excess in January, as stated in our last, and we have a total increase for two months at the single port of New York of \$10,661,216, as compared with 1851. If this rate of increase should be continued throughout the year, the total will be swelled beyond all former precedent. We annex a summary of the various items, showing also the business at the bonded warehouses:—

IMPORTS AT NEW YORK FROM FOREIGN PORTS FOR THE MONTHS OF JANUARY AND FEBRUARY.

	1851.	1852.	1853.
Entered for consumption	\$22,150,525	\$15,609,263	\$26,141,423
Entered for warehousing	2,852,176	2,284,977	1,654,843
Free goods	2,145,686	2,152,405	2,970,146
Specie	374,486	215,029	156,478
Total entered at the port	\$27,522,873	\$20,261,674	\$30,922,890
Withdrawn from warehouse	1,923,684	3,373,649	2,366,887

Of the excess as shown above, \$817,741 was in free goods, and the remainder was about equally divided between dry goods and general merchandise. Of the latter, by far the largest portion has been in articles which do not compete with domestic productions. The trade in California has required a large supply of foreign goods, and no inconsiderable portion of the increase has been on this account. Notwithstanding the activity in railroads, there has been but little excess in the receipts of rails, and the increased imports of all descriptions of iron, as compared with the total excess, is quite insignificant, as will be seen by the following summary:—

IMPORTS OF RAILROAD, PIG, BAR, AND SHEET IRON, AT NEW YORK FOR THE FIRST TWO MONTHS OF EACH OF THE LAST TWO YEARS.

	1852.	1853.
Railroad iron	\$309,063	\$345,147
Pig and bar iron	216,296	387,652
Sheet iron	40,633	45,119
	\$565,992	\$777,918

The receipts of dry goods have been very equally divided among the various classes of fabrics, showing an increase for the month, at the port named, of

\$3,931,397 as compared with February, 1852, and \$2,052,601, as compared with the same month of 1851:—

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR THE MONTH OF FEBRUARY.
ENTERED FOR CONSUMPTION.

	1851.	1852.	1853.
Manufactures of wool.....	\$1,273,619	\$990,291	\$2,367,171
Manufactures of cotton.....	1,452,882	938,177	1,977,027
Manufactures of silk.....	2,423,859	1,980,154	2,871,017
Manufactures of flax.....	887,394	504,550	909,457
Miscellaneous dry goods.....	419,240	349,486	597,320
Total.....	\$6,456,994	\$4,762,658	\$8,721,992

WITHDRAWN FROM WAREHOUSE.

	1851.	1852.	1853.
Manufactures of wool.....	\$90,176	\$201,935	\$107,751
Manufactures of cotton.....	202,950	311,647	145,055
Manufactures of silk.....	140,724	384,198	96,755
Manufactures of flax.....	69,065	188,788	37,366
Miscellaneous dry goods.....	42,685	63,071	29,016
Total.....	\$545,600	\$1,149,639	\$415,963
Add entered for consumption.....	6,456,994	4,762,658	8,721,992
Total thrown on the market....	\$7,002,594	\$5,912,297	\$9,137,955

ENTERED FOR WAREHOUSING.

	1851.	1852.	1853.
Manufactures of wool.....	\$72,846	\$103,492	\$89,981
Manufactures of cotton.....	173,326	52,631	126,606
Manufactures of silk.....	196,362	150,177	86,220
Manufactures of flax.....	32,402	8,662	5,528
Miscellaneous dry goods.....	70,171	45,685	24,375
Total.....	\$545,107	\$360,647	\$332,710
Add entered for consumption.....	6,456,994	4,762,658	8,721,992
Total entered at the port.....	\$7,002,101	\$5,123,305	\$9,054,702

We also annex a similar statement for the two months, which shows that the trade since the opening of the year, has taken the arrivals directly for consumption:—

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR THE MONTHS OF JANUARY AND FEBRUARY.

ENTERED FOR CONSUMPTION.

	1851.	1852.	1853.
Manufactures of wool.....	\$2,873,717	\$2,296,613	\$3,981,543
Manufactures of cotton.....	3,296,323	2,246,629	3,720,195
Manufactures of silk.....	6,455,861	4,950,787	6,254,182
Manufactures of flax.....	1,579,532	1,073,711	1,779,917
Miscellaneous dry goods.....	959,444	800,729	1,075,781
Total.....	\$15,164,877	\$11,368,469	\$16,811,618

WITHDRAWN FROM WAREHOUSE.

	1851.	1852.	1853.
Manufactures of wool	\$196,003	\$416,037	\$225,462
Manufactures of cotton.....	457,174	592,248	310,442
Manufactures of silk.....	247,094	676,084	433,337
Manufactures of flax.....	179,000	310,423	67,351
Miscellaneous dry goods.....	96,635	85,391	104,112
Total.....	\$1,175,906	\$2,080,183	\$1,140,704
Add entered for consumption.....	15,164,877	11,368,469	16,811,618
Total thrown on the market.....	\$16,340,783	\$13,448,652	\$17,952,322

ENTERED FOR WAREHOUSING.

	1851.	1852.	1853.
Manufactures of wool	\$212,502	\$287,603	\$162,932
Manufactures of cotton.....	395,738	261,487	290,097
Manufactures of silk.....	402,367	987,534	319,979
Manufactures of flax.....	86,757	75,501	17,044
Miscellaneous dry goods.....	112,424	70,087	77,850
Total.....	\$1,209,788	\$1,682,212	\$807,902
Add entered for consumption.....	15,164,877	11,368,469	16,811,618
Total entered at the port.....	\$16,374,665	\$13,050,681	\$17,619,520

This makes the total excess in the receipts of dry goods at New York for two months \$4,568,839, as compared with 1852, but only \$1,244,855, as compared with 1851, the imports of fabrics in the early part of that year being also very large. This increase has continued throughout the month of March, and the total for the first quarter of the year, will show a large gain over the corresponding three months of 1852.

This excess in the receipts of dutiable merchandize has of course largely added to the national income. The following is the total at New York for the first two months of the year:—

CASH DUTIES RECEIVED AT NEW YORK.

Year.	January.	February.	Total.
1853	\$3,311,187 37	\$3,878,395 47	\$7,189,533 84
1852	2,600,562 64	2,286,955 47	4,887,518 11
Increase.....	\$710,575 73	\$1,591,440 00	\$2,302,015 73

Our readers will remember that while two-thirds of the imports for the whole country are landed at New York, only about one-third of the exports are shipped from thence; but the latter for the month of February have not kept pace, even rateably, with the receipts, the total (exclusive of specie) being a little below the amount for the same period of last year:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR THE MONTH OF FEBRUARY.

	1851.	1852.	1853.
Domestic produce.....	\$2,585,786	\$3,352,943	\$3,325,005
Foreign merchand. (dutiable).....	60,930	93,932	63,197
Foreign merchand. (free).....	295,567	322,272	171,125
Specie.....	1,007,689	3,551,543	1,121,020
Total.....	\$3,949,972	\$7,320,690	\$4,680,347
Total, exclusive of specie.	2,942,283	3,769,147	3,569,327

A comparison of the two months makes a more favorable total, as the January exports were larger than usual:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR THE MONTHS OF JANUARY AND FEBRUARY.

	1851.	1852.	1853.
Domestic produce	\$5,738,530	\$5,772,239	\$6,315,629
Foreign merchandise (free).....	112,514	120,625	105,771
Foreign merchandise (dutiable)....	717,962	680,516	436,855
Specie.....	2,273,970	6,420,501	1,868,699
Total exports.....	\$8,842,976	\$12,993,881	\$8,726,954
Total, exclusive of specie.....	6,569,006	6,573,380	6,858,255

We annex a statement showing the comparative exports of some of the leading articles of domestic produce comprised in the above total:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS OF CERTAIN LEADING ARTICLES OF DOMESTIC PRODUCE, FROM JANUARY 1ST TO MARCH 18TH.

	1852.	1853.		1852.	1853.
Ashes—pots....bbls.	2,735	982	Naval stores....bbls.	86,628	72,677
pearls.....	156	128	Oils, whale....galls.	14,131	7,263
Beeswax.....lbs.	67,669	79,994	sperm.....	62,168	139,663
Breadstuffs—			lard.....	15,180	1,576
Wheat flour...bbls.	167,058	282,992	linseed.....	4,607	1,329
Rye flour.....	1,021	84	Provisions—		
Corn meal.....	7,510	11,743	Pork.....bbls.	7,596	11,942
Wheat.....bush.	243,521	509,260	Beef.....	10,085	18,804
Rye.....	3,003	....	Cut meats....lbs.	788,578	1,031,693
Oats.....	1,242	18,181	Butter.....	164,602	220,132
Barley.....	294	....	Cheese.....	292,709	1,318,577
Corn.....	147,566	307,996	Lard.....	471,302	1,787,110
Candles, mold..boxes	12,102	14,048	Rice.....tres.	11,788	2,894
sperm.....	430	1,352	Tallow.....cwt.	247,895	144,127
Coal.....tons	8,666	3,607	Tobacco, crude..pkgs.	5,836	3,499
Cotton.....bales	103,398	39,972	Do, manufactured.lbs.	669,476	928,553
Hay.....	1,848	989	Whalebone.....	62,152	366,004
Hops.....	348	43			

This shows a large increase in the shipments of breadstuffs and provisions, and of produce generally.

The exports from other ports must show a much larger increase. In the single item of cotton the increased exports since September 1st, 1852, from ports other than New York, are about 260,000 bales. Reckoning these at an average of \$45 per bale, they would amount to about \$12,000,000. Most of the other items of export from other ports show also a considerable increase, and it is fair to suppose that the aggregate shipments of produce at all of the ports have very nearly kept pace with the imports of foreign merchandise.

COMMERCIAL STATISTICS.

IMPORTS OF THE UNITED STATES.

[Compiled for the *Merchants' Magazine* by E. C. SEAMAN, Esq., of the Treasury Department.]SUMMARY STATEMENT OF THE VALUE OF GOODS, WARES, AND MERCHANDISE, IMPORTED
INTO THE UNITED STATES DURING THE YEAR ENDING JUNE 30TH, 1852.

Gold and silver, coin and bullion.....		\$5,503,544
Teas pounds.	28,578,352	7,161,058
Coffee	193,698,556	14,458,925
Copper in plates for sheathing ships		610,755
Copper ore.....		257,357
Sheathing metal.....		604,809
Products of U. States brought back.....		221,497
Guano..... tons.	50,054	147,595
Personal effects and apparel of immigrants.....		126,430
Plaster, unground		74,906
Garden seeds, trees, shrubs, &c		143,764
All other articles free of duty		380,794
Total imports free of duty.....		\$29,691,434

GOODS PAYING DUTIES.

Manufactures of wool, including carpeting.....		\$17,573,694
Manufactures of cotton.....		19,689,496
Silk piece goods.....		16,823,528
Other manufactures of silk and raw silk.....		4,343,501
Silk and worsted goods.....		1,667,513
Manufactures of flax.....		8,515,706
Manufactures of hemp		342,261
Ready-made clothing and articles of wear.....		1,368,812
Laces, thread, insertings, and cotton trimmings....		695,441
Hats, bonnets, &c., of Leghorn, straw, chip, &c.....		1,636,043
Bar iron..... tons.	335,588	9,871,126
Pig iron.....	91,873	935,957
Old and scrap iron.....	7,687	102,292
Steel	9,276	1,703,599
Hoop, sheet, and bar iron.....		1,045,496
Manufactures of iron, and of iron and steel.....		7,008,122
Copper in pigs, bars, and old copper.....		1,499,467
Tin, and manufactures of tin		3,256,466
Lead, and manufactures of lead.....		1,284,672
Watches and parts of watches.....		2,754,663
Glass, and manufactures of glass.....		1,481,556
Writing paper		255,047
Boots, bootees, shoes, and pumps.....		60,693
Gloves for men, women, and children.....		1,308,490
Leather, and other manufactures of leather.....		1,258,728
Raw hides and skins.....		4,823,119
China, porcelain, earthen and stone ware.....		3,831,431
Flax seed		589,749
Wool—unmanufactured..... lbs.	18,341,298	1,930,711
Foreign distilled spirits..... gallons.	3,014,435	2,210,473
Molasses	32,789,225	3,594,225
Sugars..... barrels.	457,542,216	14,718,279
Raisins		923,628
Spices.....		1,151,918
Salt peter.....		1,085,236
Indigo.....		947,367

Tobacco, snuff, and cigars.....	3,578,864
Manilla, flax, hemp, and tow.....	1,498,168
Rags.....pounds.	18,288,458 626,799
Salt.....bushels.	10,113,673 1,111,846
Coal.....tons.	183,015 466,841
Wheat.....bushels.	862,295 558,958
Wheat flour.....cwts.	517,981 1,010,540
Articles paying duty not enumerated above.....	27,527,313
Total paying duty.....	\$178,602,639
Imports free of duty.....	29,691,484
Total imports.....	\$208,294,073
Deduct gold and silver coin and bullion.....	5,503,544
Imports exclusive of coin and bullion.....	\$202,790,529

FOREIGN EXPORTS OF THE UNITED STATES.

SUMMARY STATEMENT OF THE VALUE OF THE GOODS, WARES, AND MERCHADISE, THE GROWTH, PRODUCE, AND MANUFACTURE OF FOREIGN COUNTRIES, EXPORTED FROM THE UNITED STATES DURING THE YEAR ENDING JUNE 30TH, 1852.

Gold coin and bullion.....	\$2,636,142
Silver coin.....	2,600,156
Teas.....pounds.	3,823,895 1,353,875
Coffee.....	13,167,047 1,100,506
Manufactures of wool.....	256,878
Manufactures of cotton.....	997,030
Silk, and manufactures of silk.....	618,283
Manufactures of flax.....	131,153
Sugars.....	793,651
Tobacco and Cigars.....	353,479
Wheat.....bushels.	605,473 564,283
Wheat flour.....cwt.	461,326 1,084,707
Articles not enumerated above.....	3,799,238
Total foreign exports.....	\$17,289,382
Deduct the amount of coin and bullion.....	5,236,298
Foreign exports except coin and bullion.....	\$12,053,084
Amount of domestic products exported, exclusive of coin, bullion, and gold dust.....	154,931,147
Total exports except coin and bullion.....	\$166,984,231
United States coin, bullion, and gold dust exported.....	37,437,837
Foreign coin and bullion as above, exported.....	5,236,298
Total exports.....	\$209,658,366

IMPORTS OF MOLASSES INTO PORTLAND.

We have obtained from an authentic source, the subjoined statement of the imports of Molasses into Portland, (Maine,) in each year from January 1st, 1850, to January 1st, 1853:—

	Cargoes.	Hhds.	Tierces.	Barrels.
Jan. 1, 1850, to Jan. 1, 1851.....	105	35,789	1,659	747
Jan. 1, 1851, to Jan. 1, 1852.....	184	56,541	4,169	1,109
Jan. 1, 1852, to Jan. 1, 1853.....	159	51,292	3,320	985

There have been imported into the port, of Sugar, from foreign ports, during the year ended December 31, 1852—6,064 boxes, 127 barrels, and 9 bags of Sugar, weighing 2,438,619 pounds.

LAKE COMMERCE OF TOLEDO IN 1852.

To FREEMAN HUNT, *Editor of the Merchants' Magazine.*

DEAR SIR:—Inclosed you will find an elaborate and mainly accurate account of the commercial business of Toledo, carried on through its harbor, during the past season of navigation. It cannot be otherwise than interesting to all who take pleasure in the rapid development of our interior Commerce; and these, it is believed, embrace a large portion of your readers. The collector, Mr. Hill, is entitled to much commendation for the ability and care with which the tables are made out.

Yours truly,

J. W. SCOTT.

IMPORTS COASTWISE.

Articles.	Quantities.	Value.
Merchandise not specified below.....tons	26,591	\$21,272,800
Furniture.....packages	3,173	31,750
Whitefish and fruit.....barrels	8,177	77,681
Mackerel.....	145	1,740
Salt.....	181,172	235,523
Salt, dairy.....bags	85,236	10,654
Lumber, pine.....feet	14,328,000	200,592
Logs, mahogany.....	14,000	2,520
Shingles.....No.	16,945,000	42,362
Lath.....	3,191,000	8,775
Timber, bridge.....feet	44,550	668
Logs, pine.....	1,400,000	9,100
Cedar posts.....No.	5,935	1,187
Horses.....	138	11,440
Cattle.....	135	10,125
Sheep.....	706	21,180
Railroad iron.....tons	32,605	1,793,275
Car wheels, axles, &c.....No.	3,249	136,185
Locomotives and tenders.....	28	196,000
Passenger cars, first class.....	14	28,000
Passenger cars, second class.....	11	10,450
Baggage and post-office cars.....	6	4,200
Freight car materials.....	.....	19,500
Railroad chairs.....	194,545	48,636
Railroad spike.....kegs	7,748	61,984
Steam boilers.....No.	12	3,000
Steam engines.....	6	4,500
Machinery.....packages	566	45,280
Nails and spikes.....kegs.	17,967	70,171
Iron.....bdls.	7,586	17,068
Iron.....bars.	24,100	42,175
Steel.....	3,025	12,100
Steel.....bdls.	290	1,740
Iron, pig.....tons.	125	3,875
Iron ore.....	138	1,173
Castings.....	162	12,960
Stoves and furniture.....No.	5,686	68,232
Hollowware.....tons.	312	24,960
Hardware.....	930	465,000
Potash kettles.....No.	9	297
Coal, hard.....tons.	1,020	9,180
Coal, soft.....	8,106	32,424
Marble, unwrought.....	2,333	136,480
Marble, wrought.....pieces.	7,975	38,280
Grindstones.....No.	13,958	27,916
Plaster.....bbls.	2,384	2,384
Water lime.....	2,332	2,332
Leather, bdls. and boxes.....No.	14,720	441,600
Wagons.....	95	5,700

Articles.	Quantities.	Value.
Buggies and Carriages.....	57	9,975
Omnibuses	4	3,200
Stoneware	gallons. 30,240	3,024
Fruit trees	packages. 231	2,079
Iron safes	No. 139	15,290
Oil	barrels. 152	5,472
Spirits.....	646	4,199
Ale and beer	1,284	7,704
Coffee	bags. 12,258	171,612
Sugar.....	barrels. 15,239	228,505
Molasses	8,036	96,432
Dried Apples.....	bushels. 6,550	6,550
Cheese.....	boxes. 5,218	14,610
Oysters, barrels and boxes	No. 207	3,726
Glass	boxes. 4,104	8,208
Powder.....	kegs. 25,289	101,156
White lead.....	5,380	24,110
Pianos.....	No. 275	55,000
Express packages—money delivered here.....	.....	2,056,923
Express packages—money passed through, estimated..	.....	8,000,000
Express packages, sundries.....	586	879,000
Sundries, including Barley, Flour, Malt, Pork, Hams, Confectionaries, Sand Stone, Wheelbarrows, Plows, Reapers and Mowers, Threshing Machines and Sepa- rators, Corn-planters, Straw-cutters, Paper, Bells, Paint, Rags, Clocks, Anchors and Chains, Lightning- rods, Empty Barrels, Axes, Tobacco, Green Apples, Pails, Tubs, &c.....	.....	163,440
Total imports.....		\$37,565,029

EXPORTS COASTWISE.

Wheat.....	bush. 2,812,616	\$2,250,092
Flour.....	bbls. 415,877	504,033
Corn	bush. 4,107,839	2,177,154
Cornmeal.....	bbls. 2,758	5,516
Oats	bush. 75,981	21,274
Rye.....	1,087	652
Clover and other grass seeds	bbls. 508	4,572
Flax seed	6,772	20,316
Pork.....	39,009	702,162
Hams.....	casks. 8,223	575,610
Bacon.....	3,895	194,750
Hogs, dressed.....	No. 3,873	46,476
Lard	lbs. 26,831	482,958
Lard oil	4,463	107,112
Beef.....	casks. 18,799	187,990
Tongues.....	bbls. 158	2,844
Tallow	2,087	186,665
Grease	2,344	23,440
Cracklings	627	7,524
Fish.....	1,127	10,706
Spirits.....	53,704	456,484
Castor oil	132	5,940
Linseed oil.....	1,322	40,717
Tobacco	hhds. 3,455	120,925
Sugar and molasses.....	bbls. 976	13,664
Potatoes.....	927	1,668
Eggs.....	374	5,610
Cranberries.....	951	6,657
Hickory nuts.....	1,008	1,638
Candles.....	boxes. 4,701	23,505
Beeswax.....	lbs. 35,152	9,038
Butter.....	kegs. 3,199	44,786
Salt.....	bbls. 2,327	3,025

Articles.	Quantities.	Value.
Salt.....bags	114	14
Soap.....boxes.	362	1,393
Lumber, black walnut.....ft.	2,540,679	45,732
Staves.....no.	4,345,000	96,900
Heading.....	925,000	20,350
Hoop poles.....	949,000	9,490
Empty barrels.....	1,733	1,507
Pearl and pot ashes.....casks.	5,497	137,425
Oil cake.....tons.	8,168	98,816
Feathers.....sacks.	468	7,254
Merchandise.....tons.	388	310,400
Leather.....rolls and boxes.	1,703	68,120
Scrap iron.....tons.	408	8,160
Railroad iron.....	1,648	98,880
Spikes.....kegs.	1,030	8,240
Horses.....No.	461	46,100
Cattle.....	2,791	111,640
Sheep.....	2,662	6,655
Live hogs.....	37,422	336,798
Beef hides.....	18,296	64,036
Deer skins.....bales.	663	9,945
Sheep pelts.....	452	9,040
Wool.....	3,743	190,893
Furs, estimated value.....	.....	210,000
Express packages passed through, estimated.....	.....	7,500,000
Express packages, sundries.....tons.	84	96,000
Express packages, money received here and forwarded.....	.....	890,278
Sundries, wood, packages machinery, reaping and mowing machines, furniture, rags, clocks, safes, hair, cracklings and hemp, &c.....	.....	130,154
Total.....	.....	\$19,738,923

The valuation of merchandise per ton is difficult of determination, and cannot be arrived at with certainty; but aided by the following table of values, adopted for the purpose of insurance upon merchandise *in transitu*, a safe conclusion is believed to be attainable.

INSURANCE VALUES.

Dry goods.....per ton.	\$1,000
Books and stationary.....	1,440
Boots and shoes.....	1,480
Groceries (general stock).....	400
Druggists' and Grocers' city assortment.....	880
Hats and caps.....	1,720
Shelf hardware.....	720

It will be seen by this table, that the average value of the goods specified, per ton, is \$1,091 42.

It will also be seen that the classification of coastwise imports and exports at Toledo, above presented, is much more detailed and specific than is usual, and that it excludes from the articles denominated merchandise, numerous articles which, though leading and important, are nevertheless articles of comparatively low value. By this classification the term "merchandise" is made to include but few articles of less value than the average of the above table, while a very large proportion would range considerably above \$1,000 per ton.

Many merchants of large experience, after an examination of the above classification, have considered merchandise too low at \$800 per ton. It probably is so, but is more satisfactory by being within a safe limit.

It stating imports and exports, the manifests on file in this office have been taken as the guide, except in a few instances, were errors or omissions were detected, then the books of the forwarding and commission merchants, and the statements of the canal collector and freight agent of the M. S. R. R. were appealed to for the purpose of correction.

The statement of exports and imports by express, was furnished by the express office, and includes only the business by the lake.

Where the weight of merchandise was not given, but the number of packages was, twelve packages were estimated to be a ton.

That a larger business might have been shown by looking less to the manifests, and more to other sources, is more than probable; for manifests are quite frequently silent as to shipments from intermediate ports, and in many cases of exports, vessels have sailed without reporting cargo at all.

Some of these omissions have been supplied, but many of them have not been, and the amount of exports stated, especially, is believed to be considerably below what the facts if fully ascertained would warrant.

Foreign articles entered in other districts and brought here in bond through United States ports, for the payment of duties, were, of course, treated as coastwise imports.

FOREIGN IMPORTS.

	Quantity.	Foreign Value.
Lumber.....ft.	601,136	\$2,476
Shingles ... ..M.	28	28
Cedar posts.....No.	5,548	214
Stone, rubble toise.....	43	43
Railroad iron.....tons.	603	15,281
Sundries.....		20
Total foreign imports.....		\$18,062

EXPORTS TO CANADA.

		Value.
Corn.....bush.	11,000	\$5,830
Pork.....bbls.	1,904	34,272
Hams.....casks.	125	8,750
Total, all in British vessels.....		\$48,852

DUTIES COLLECTED.

Amount of duties collected at the port of Toledo during the year 1852, on goods entered here, and on articles entered at New York and brought here in bond	\$80,001 38
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ARRIVALS AND DEPARTURES AT TOLEDO FOR THE YEAR 1852.

ARRIVALS.

American steam vessels.....	925	
British " ".....	1	
Total steam vessels.....		926
American sail vessels.....	1,117	
British sail vessels.....	10	
Total sail vessels entered.....		1,127
Whole number entered.....		2,053

DEPARTURES.

American steam vessels.....	927	
British steam vessels.....	1	
Total steam vessels cleared.....		928
American sail vessels.....	1,119	
British sail vessels.....	10	
Total sail vessels cleared.....		1,129
Whole number cleared.....		2,057

TONNAGE ENTERED AT TOLEDO IN 1852.

American steam.....tons.	493,955
British steam.....	156
Total steam tonnage.....	494,111
American sail.....tons.	178,181
British sail.....	1,101
Total sail tonnage entered.....	179,182
Total tonnage entered.....	673,293

TONNAGE CLEARED AT TOLEDO IN 1852.

American steam	tons.	494,865
British steam		156
Total steam tonnage cleared.....		495,021
American sail tonnage.....		178,596
British sail tonnage.....		1,001
Total sail tonnage.....		179,597
Total tonnage cleared		674,618

RECAPITULATION.

TOTAL STEAM TONNAGE ENTERED AND CLEARED.

For 1852.....	tons.	989,132
For 1851		579,076
Increase		410,056

TOTAL SAIL TONNAGE ENTERED AND CLEARED.

In 1852.....	tons.	358,779
In 1851		259,758
Increase.....		99,021
Total increase.....		509,077

NUMBER OF VESSELS ENTERED AND CLEARED.

In 1852	vessels.	4,110
In 1851		3,212
Increase.....		898
Imports coastwise 1852		\$37,565,029
“ “ 1851		23,001,460
Exports “ 1852		19,738,923
“ “ 1851		7,849,040

TOTAL COASTWISE COMMERCE OF TOLEDO.

For 1852.....		\$57,393,952
For 1851.....		30,835,580
Increase of express business		\$16,594,701
Increase of other Commerce		9,873,771
Total increase over 1851.....		\$26,468,372

HOSPITAL MONEY.

Amount paid for relief of seamen during the year 1852..		\$807 00
Amount collected of vessels		245 88

Amount disbursed over collections		\$551 12
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CUSTOM-HOUSE, TOLEDO, January 18, 1853.

CHA'S W. HILL, Collector.

TOBACCO IN GREAT BRITAIN.

At a recent meeting of the Liverpool Statistical Society, a paper was read on the history and consumption of tobacco. The following table exhibits the rapid increase in its consumption in the United Kingdom during the last thirty years :—

	Consumption, pounds.	Duty per lb.	Revenue.	Population.	Consumption per head.
1821.....	15,598,152	4s.	£3,122,583	21,282,960	11.71 ounces.
1831.....	19,553,841	3	2,984,592	24,410,439	12.80 ounces.
1841.....	22,309,360	3	3,580,163	27,019,671	16.21 ounces.
1851.....	28,062,978	3	4,485,768	27,452,262	16.83 ounces.

The total annual production of tobacco is estimated at 12,000,000 tons, and would require half the British tonnage which “enters inward” or “clears outward” annually to transport the same. The value at 2d. per pound would amount to £37,000,000 sterling.

COMMERCE OF HAVANA.

Since the publication of an article on Cuba in the *Merchants' Magazine* for February, 1853, (vol. xxvii.) we have received the *Diario de la Marina* of the 1st January, 1853, containing full tabular statements of the Commerce of Havana for the year 1852, and also comparative statements for several preceding years. The products of the island registered for exportation at Havana for twelve years are as follows:—

Years.	Sugar, boxes.	Coffee, arrobas.	Molasses, hhds.	Honey, tierces.	Wax, arrobas.	Rum, pipes.
1852.....	688,747	158,496	39,515	2,114	37,413	5,846
1851.....	849,018	150,253	44,539	2,108	46,666	5,792
1850.....	704,777	170,902	28,615	2,156	43,894	7,091
1849.....	605,463	509,044	34,413	1,939	26,048	7,489
1848.....	686,088	192,172	25,984	1,707	36,903	11,305
1847.....	661,766	346,390	32,765	1,425	36,095	10,891
1846.....	515,900	263,946	26,679	1,887	37,487	6,042
1845.....	267,595	170,466	20,075	847	31,409	2,727
1844.....	534,582	579,348	35,812	1,963	31,759	4,966
1843.....	461,307	773,043	35,711	2,198	37,049	6,224
1842.....	427,947	1,081,468	37,459	2,643	29,351	6,785
1841.....	346,891	742,570	42,909	1,974	28,851	8,752

In addition to the above, there were registered during the twelve years 1,971,340 M. cigars, and 27,113,473 lbs. of tobacco. For 1852, 170,559 M. of the former, and 3,182,577 lbs. of the latter.

Of the exports for 1852, the United States took 196,485 boxes of sugar, 66,548 arrobas coffee, 46,712 hhds. molasses, 143 tierces honey, 345 arrobas wax, 391 pipes rum, 73,125 M. cigars, and 841,160 lbs. tobacco.

The entrances and clearances for 1851 and 1852 were as follows:—

1851—entered	1,934	vessels, of which 628 were Spanish.
1852—	1,758	" " 661 "
1851—cleared	1,865	" " 615 "
1852—	1,789	" " 699 "

COMMERCE OF NEW BEDFORD.

The following statistics of the Commerce of New Bedford, Massachusetts, for the year 1852, are from the Custom-House:—

Whole number of American vessels entered at the Custom-House from foreign ports during the year ending December 31, 1852.....	99
Number of foreign vessels.....	14

Total..... 118

Of which 59 were employed in the whale fishery, and 40 in foreign trade.

ENTERED.

From the British Provinces.....	34	From the Azores.....	1
From the East Indies.....	2	From Rio Janeiro.....	3
From the Sandwich Islands.....	12	From Cuba.....	1
From Callao.....	1		

Amount of duties received on merchandise imported.....	\$24,979 95
Value of sperm oil as entered.....	1,927,511 00
Value of whale oil as entered.....	1,040,829 00
Value of whalebone as entered.....	444,318 00

Total value of whale fishery..... \$3,412,658 00

The whole number of protections granted to American seamen during the year was 1,918.

FLOUR AND WHEAT FROM NEW YORK AND THE WESTERN STATES.

The following statement, which appears in the Auditor's report, shows the whole amount of Flour and Wheat delivered at tide-water from the Erie Canal in each of the last eighteen years—distinguishing between the product of New York and the product of the Western States. We have added the average prices of flour each year at Albany :—

Years.	Western States.	New York.	Bbls. arriving at tide-water.	Price.
1835.....	268,259	863,561	1,136,778	\$6 50
1836.....	317,108	775,979	1,093,087	8 75
1837.....	284,902	747,676	1,032,578	9 50
1838.....	552,283	637,036	1,189,319	8 50
1839.....	683,509	425,544	1,109,053	6 50
1840.....	1,066,615	1,080,084	2,146,699	4 84
1841.....	1,232,987	596,657	1,829,644	6 00
1842.....	1,146,292	543,064	1,776,051	5 18
1843.....	1,568,645	670,532	2,239,177	4 56
1844.....	1,727,714	746,939	2,474,653	4 50
1845.....	1,553,740	1,288,416	2,842,156	5 57
1846.....	2,722,474	929,330	3,652,804	5 05
1847.....	3,989,232	791,106	4,780,338	6 84
1848.....	2,983,688	770,114	3,753,802	5 53
1849.....	2,842,821	886,938	3,739,759	5 00
1850.....	3,084,959	905,277	3,990,236	5 00
1851.....	3,495,734	495,467	3,991,201	4 00
1852.....	3,937,366	877,731	4,815,097	4 53

IMPORTS INTO THE PORT OF NEW YORK, 1851-52.

The subjoined statement of imports of sundry articles of merchandise into the port of New York in 1851 and 1852, is derived from the *Shipping and Commercial List*. In this table foreign and coastwise imports are included :—

	1852.	1851.		1852.	1851.
Brandy.....hf. pipes	16,618	14,351	Pepper .....bags	36,536	5,684
“ qr. cks. & bbls.	38,098	33,900	Pimento	19,024	15,296
Coal.....tons	71,258	57,896	Rags.....bales	43,849	29,738
Cochineal.....ceroons	1,655	2,201	Raisins.....casks	6,840	25,273
Cocoa.....bags	10,699	9,624	“ .boxes & frails	323,161	492,718
Coffee.....pkgs.	601,170	585,017	“drums	1,098	3,036
Cotton.....bales	514,514	457,567	Rice.....tierces	40,415	42,433
Duck.....	356	700	Rum.....puncheons	1,568	1,257
“pieces	19,301	13,947	Salt.....bush.	2,058,396	2,279,770
Earthenware....pkgs.	36,031	39,554	Salt peter. ....bags	31,056	26,240
Figs.....drums, &c.	106,652	268,887	Sugars.....hhds.	175,732	147,467
Gin.....pipes	4,065	5,000	“tierces	1,655	1,724
Hamp.....bales	77,943	61,121	“bbls.	48,209	44,357
“tons	1,130	1,401	“boxes	194,748	193,098
Hides.....bales	1,390	1,098	“bags	111,834	168,809
“No.	1,443,949	1,335,782	Spelter.....plates	160,957	144,729
Iron, bar.....tons	41,986	52,405	Tin, banca, &c...slabs	37,326	20,495
“ pig.....	70,061	53,818	“ plates ...boxes	371,950	315,643
“ sheet, &c...bdls.	656,657	679,587	Tobacco .....hhds.	14,602	15,079
Indigo.....cases	1,926	2,058	“ bales & cer'ns	43,427	27,650
“ceroons	1,647	732	Wines...butts & pipes	1,456	1,373
Lead.....pigs	393,766	486,996	“ hhds. & hf. pipes	21,282	17,680
Molasses.....hhds.	72,239	85,622	“qr. casks	49,994	42,957
“tierces	5,280	5,649	“bbls.	12,172	10,091
“bbls.	47,792	43,927	“boxes	73,633	71,288
Olive oil.....casks	1,137	1,414	Wool.....bales	21,145	49,858
“ .bxs. & bskts.	45,528	26,957			

ESTATE TOBACCO SHIPMENTS OF LYNCHBURG, VIRGINIA.

A correspondent of the *Lynchburg Virginian* furnishes the subjoined statement of the actual amount and supposed value of manufactured and leaf tobacco shipped from Lynchburg during the past three years. It shows the extent, rapid increase, and healthy condition of this part of the manufacturing and trading interest in Virginia.

From correct data the average increase of the consumption of manufactured tobacco for seven years preceding 1852, is estimated at $11\frac{1}{2}$ per cent per annum.

The large amount of leaf tobacco shipped in the years 1850 and 1852, compared with 1851, may be accounted for by the very low prices preceding 1850, giving rise to a large accumulation, which was shipped as soon as it advanced in 1850. It was low again in 1851, when it again accumulated and was shipped when it advanced in 1852. The crop of 1853 is estimated not to exceed 40,000 hds.

MANUFACTURED TOBACCO SHIPPED FROM LYNCHBURG, VIRGINIA.

	Pounds.	Supposed value.
November 1st, 1850.....	8,340,718	\$2,085,178 50
October 1st, 1851.....	8,632,480	2,158,370 00
October 1st, 1852.....	13,525,120	3,381,280 00

LEAF TOBACCO SHIPPED FROM LYNCHBURG.

	Pounds.	Supposed value.
November 1st, 1850.....	6,549,562	\$589,460 58
October 1st, 1851.....	1,931,700	231,805 08
October 1st, 1852.....	6,856,349	685,634 90

VESSELS ARRIVED AT BALTIMORE,

DURING THE YEAR 1852, EXCLUSIVE OF BAY CRAFT.

	1852.					1851.
	Ships.	Barks.	Brigs.	Schooners.	Total.	Total.
January.....	4	10	15	36	65	139
February.....	11	37	30	74	152	144
March.....	13	20	33	104	170	163
April.....	13	19	38	105	175	142
May.....	8	29	30	96	163	144
June.....	13	31	35	87	166	119
July.....	11	26	42	78	157	136
August.....	15	22	41	87	165	151
September.....	18	28	45	96	187	153
October.....	11	24	35	113	183	127
November.....	6	22	31	93	152	120
December.....	5	24	26	99	154	95
Total, 1852.....	128	292	401	1,068	1,889	1,633
Total, 1851.....	103	214	346	970	1,633	

In the arrivals the past year are included the following foreign vessels:—

Ships—Bremen.....	33	Brigs—Swedish.....	2
British.....	5	Russian.....	3
Swedish.....	1	Hamburg.....	2
Barks—Bremen.....	22	Danish.....	1
British.....	24	Oldenburg.....	2
Hanoverian.....	4	Prussian.....	2
Dutch.....	4	French.....	1
Hamburg.....	1	Schooners—British.....	28
Brigs—Bremen.....	5	Dutch.....	1
British.....	73		
Spanish.....	2	Total.....	218
Hanoverian.....	3	Total foreign vessels, 1851....	148
Dutch.....	1		

SURVEY OF LUMBER AT BANGOR, MAINE.

BANGOR, MAINE, January 12, 1853.

FREEMAN HUNT, *Editor of the Merchants' Magazine, etc.*

DEAR SIR:—I send you the usual annual statement of the quantity of lumber surveyed at this place during the season of 1852.

NUMBER OF FEET OF LUMBER SURVEYED IN 1852.

Surveyors.	Feet of lumber.	Surveyors.	Feet of lumber.
James Allen.....	9,701,124	L. B. Ricker	899,924
George W. Cummings.....	6,033,326	Thos. S. Rowe.....	820,283
C. V. Crossman	11,445,628	Albert Smith.....	12,684,718
Seth Emery.....	7,102,829	John Short.....	4,106,285
Herman Fisher.....	5,909,938	N. B. Wiggin.....	6,594,002
Hiram Ford	4,055,117	Geo. W. Washburn.....	3,219,790
Penly Haires.....	4,968,489	Mark Webster	4,959,966
Daniel Kimball	6,787,533	John Webster.....	8,902,074
Isaac Lincoln.....	3,843,412	Aaron Young.....	8,584,555
Joseph Milliken.....	11,929,232	Jona. Young.....	9,024,136
A. L. Meservey.....	2,771,842	John C. Young.....	13,437,444
James Norris	14,072,751	James McFadden.....	8,438
John Oakes.....	863,238	S. W. Turbut.....	343,859
Nathaniel Peirce.....	7,640,928	Joshua Chamberlain.....	12,769
Atherton Pratt.....	7,274,979		
Chas. W. Peirce	5,907,796	Total	189,389,422
Wm. T. Pearson	15,483,018		

SHIPPING OF THE LIVERPOOL DOCKS IN 1851-52.

It will be seen by the subjoined tables, which are taken from an authentic source, how large a portion of the property of the port of Liverpool (England) depends upon the trade with the United States, and also how generally the Commerce of Liverpool is diffused over the whole world.

The burden of the vessels which paid dock dues in Liverpool, from June 25th, 1851, to June 24th, 1852, was 3,912,506 tons. Of this vast amount of shipping, 3,536,183 tons entered the Liverpool docks themselves; 187,611 tons of steam vessels discharged in the river without entering the docks; 188,712 tons discharged at Runcorn without entering the Liverpool docks; whilst 33,031 tons entered those docks after discharging at Runcorn. The following table shows the progress of the port for the last twenty years:—

1833	tons.	1,590,461	1849.....	tons.	3,639,146
1838		2,026,200	1850		3,536,337
1843		2,445,278	1851		3,737,666
1848		3,284,963	1852		3,912,506

The proportion in which the trade with the various countries of the world contributed to the dock revenue of Liverpool, and, therefore, to the Commerce of the port was as follows:—

United States.....	£102,649	17	2
British America and Newfoundland.....	28,077	0	10
Coasters.....	26,950	11	1
Mediterranean.....	22,511	5	9
East Indies	19,314	12	3
European ports.....	13,655	17	5
West Indies and Gulf of Mexico	11,368	15	10
Brazils.....	9,019	16	3
West Coast of South America	8,339	8	11
Baltic.....	7,678	0	4
West Coast of Africa.....	4,670	17	3
New South Wales and New Zealand.....	1,084	15	8
Total.....	£254,470	18	9

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

DEBTS AND FINANCES OF THE STATES IN 1852-53.

MAINE. The report of the Treasurer of the State shows the following summary of operations from 1st May to 1st of December 1852:—

Receipts into the Treasury from all sources for the period above named..	\$744,879 56
Balance on hand April 30, 1851.....	44,680 07
Making an aggregate of.....	\$789,549 63
Disbursements during the same time.....	624,101 46
	\$165,448 23
To be further reduced by existing appropriations	60,116 58
Leaving a balance of.....	\$105,331 63

The extraordinary items of receipts are made up of \$143,002 42 received from the general government, on account of advance made by the State for the protection of our north-east frontier; of \$32,763 51 growing out of the same transaction.

\$102,038 60 has been received from the Land Office on general account, \$12,710 61 from sales of school lands, and \$44,090 03 from sales of timber and grass on reserved lands. The balance has been received from ordinary sources.

Of the public debt \$154,900 has been paid, leaving a balance of \$471,500 as the funded debt at the present time. To meet this are \$65,000 in the Treasury, which can be spared from the necessary wants of government. The sale of the public lands for the coming two years is estimated at \$150,000, which it is recommended to be applied to the extinguishment of the debt. The receipts for 1853, are estimated at \$480,526 60, and the expenditures at \$308,419 92.

MICHIGAN. Gov. McClelland of Michigan, in his message, describes the financial condition of the State as healthy and encouraging. The following statement shows the result for two years:—

The amount in the Treasury November 30, 1850.....	\$35,360 27
Receipts during the fiscal year.....	414,390 18
Available means.....	\$449,750 45
The expenditures for the same period	352,297 22
Balance in the Treasury November 30, 1851	\$97,243 22
Receipts during the last fiscal year	451,082 97
Available means.....	\$548,326 25
The expenditures for the same period.....	481,918 97
Balance in the Treasury November 30, 1852.....	\$116,407 23

The funded and unfunded debt of the State was—

November 30, 1851.....	\$2,568,269 13
November 30, 1852.....	2,307,850 19
The specific taxes for 1851 were.....	\$27,717 30
“ “ 1852 “	85,854 71

The Governor recommends provision being made for a sinking fund. He also recommended that the legislature take into consideration the propriety of enacting a general banking law. It is estimated that the number of foreign bank notes in circulation in the State is \$3,000,000; specie in actual circulation \$500,000, making an aggregate of \$3,500,000.

NEW JERSEY. The following summary of the finances and condition of this State, is derived from the message of the Governor.

The receipts during the year ending December 31, 1852, have been as follows:—

Transit duties from Delaware and Raritan Canal Company.....	\$31,668 43
Ditto from Camden and Amboy Railroad and Transportation Co....	49,584 42
Ditto from New Jersey Railroad and Transportation Company.....	13,081 29
Tax on capital Stock of ditto	10,000 00
Ditto on Patterson and Hudson River Railroad Co.....	2,665 00
Ditto on capital stock of Eagle Life and Health Insurance Co.....	195 78
Peddlers' licenses	1,053 00
Dividends on stock of Camden & Amboy R. R. & Transportation Co.	20,000 00
Interest	3,984 38
Surplus earnings of State Prison	5,000 00
Commissioners to discontinue House of Refuge.....	2,904 42
Principal of bond and mortgage paid.....	784 45
Forfeited recognizances	561 94
Forfeiture for usury	111 72
Tax on insurance premiums.....	88 51
Special loan.....	30,000 00

\$171,683 34

Cash on hand January 1, 1852 1,553 75

Making the available funds..... \$173,237 10

DISBURSEMENTS.

Paid during last year for the ordinary expenses of government.....	\$88,684 08
For extraordinary expenses, viz :—	
Appropriation to public schools.....	\$40,000 00
House of Refuge	14,415 80
Lunatic Asylum.....	11,145 22
State Prison improvements	4,887 87
Gifford's Index	2,000 00
Surveyor General's offices at Burlington and Perth	
Amboy.....	1,400 00
Vault for Treasurer's office.....	1,000 00
Colonization Society.....	4,000 00
Gas fixtures for State House.....	872 25
Boundary Line Commissioners between Cumber-	
land and Cape May.....	132 50

75,854 04

\$165,538 12

Leaving a balance in the Treasury of 7,698 98

\$173,287 10

WISCONSIN. The reports of the Secretary of State and State Treasurer, as we learn from the message of Gov. FARWELL, exhibit the financial condition of this State as sound and creditable. The general fund in the Treasury has been sufficient to meet all demands upon it during the past fiscal year, both as the current liabilities of the year, and the unpaid indebtedness of the year 1851, within the small

sum of	\$940 71
General fund received from 31st December 1851, to 31st December	
1852.....	133,652 62
Amount disbursed in 1852	134,593 33
Overpaid out of this fund.....	940 71
Of the above disbursements during the year 1852, there has been paid.	
on liabilities incurred during the year.....	88,393 33
On liabilities incurred previously to 1852, and which remained unpaid	
December 31st, 1851	46,200 00

The reports show, that, had the full amount of the State tax, due from the different counties, for the year 1852, been paid into the Treasury, there would have been a sur-

plus over the disbursements, and that the assessments were more than sufficient to meet the current expenses and liabilities of the year.

MASSACHUSETTS. The following is an abstract of the revenue and expenditures of the Commonwealth of Massachusetts during the year 1852:—

Amount of ordinary revenue received during the year ending Dec. 31, 1852, was.....	\$598,170 40
Massachusetts scrip, issued 1852	200,000 00
Premium on same.....	5,030 00
Temporary loans, mostly from individuals, at 4 per cent.	550,000 00
Interest on school fund, Indian fund, railroad and bridge funds, &c..	351,000 00
Cash on hand January 1, 1852, belonging to funds, balances due sundry railroad accounts, unexpended proceeds of scrip sold, &c....	76,822 32
Total.....	\$1,781,703 81

PAYMENTS.

Ordinary expenditures.....	\$674,622 37
Loans repaid, school fund, sinking fund, bridge funds, &c.....	840,936 90
Cash on hand January 1, 1853	8,684 02
Unexpended proceeds of scrip sold, and premium on sales of same, school funds and interest on same, sinking fund, bridge fund, &c .	257,460 52
Total.....	\$1,781,703 81

Of the five hundred thousand dollars of five per cent stock issued during the year one-half is redeemable in 1865, and the remainder in 1872. The first was sold at 4.52, and the second at 5.03 premium.

NEW YORK. The Controller, in answer to a resolution of the House, furnishes the following statement in regard to the Debt of the several Funds:—

Increase of general fund debt from 1835 to 1852	\$5,520,714 30
Total of canal debt in 1835	6,328,056 19
In 1852.....	15,501,269 16
Besides this there are the canal certificates.....	1,500,000 00

Included in the above increase of the general fund debt, are the following:—

New York and Erie Railroad.....	\$3,000,000 00
Canajoharie and Catskill.....	200,000 00
Ithaca and Oswego.....	315,700 00

The total debt of the State is:—

General fund debt.....	\$6,389,693 82
Canal debt	15,501,269 00
Canal revenue certificates.....	1,500,000 00
Contingent fund debt	933,036 16
	\$24,323,998 44

The Hudson and Berkshire Railroad Company have ceased to pay the interest on the \$150,000 5½ per cent loan; and the New York and Erie Railroad ceased to pay interest on their \$3,000,000 loan in 1842.

The tolls on the Canals for the last year were \$3,173,222 49, and revenue from other sources \$5,923 29, making a total of.....	\$2,179,145 78
Subject to deductions, the cost of repairs, &c.	\$1,049,045 92
And for interest and principal of State debt.	1,850,508 00
	2,899,045 92

Leaving a clear surplus of..... **\$280,099 86**

This latter sum is applicable to the completion of the Canals. This surplus is considerably less than it has been for six years past. These revenues had reached in the year 1847, \$981,834, and in the year 1851, \$964,432.

The canal debt of the State reached its maximum in the year 1844, when it was \$20,713,905. It is now \$17,091,269.

The expenditures for the expenses of collection, superintendence, and the repairs of the canals during the last six years, exceeded the appropriations by the large sum of \$822,487. The commissioners assume that the surplus for the current year will not exceed \$104,593.

The canal certificates issued under the act of 1851, amount to \$1,500,000, and the premium realized amounts to \$12,390 75. Payment to the extent of \$1,056,726 had been made on the canal contract, when further payments were prevented by the decision of the Court of Appeals

REVENUE OF GREAT BRITAIN IN 1851 AND 1852.

AN ABSTRACT OF THE NET PRODUCE OF THE REVENUE OF GREAT BRITAIN, IN THE YEARS ENDED 5TH OF JANUARY, 1852, AND 5TH JANUARY, 1853, SHOWING THE INCREASE OR DECREASE THEREOF.

	Years ending January 5.		Increase.	Decrease.
	1852.	1853.		
Customs.....	£18,761,069	£18,695,382	.....	£65,687
Excise.....	13,093,170	13,356,981	£263,811	.....
Stamps.....	5,933,549	6,287,261	353,712	.....
Taxes.....	3,563,962	3,377,843	.....	186,199
Property Tax.....	5,304,923	5,509,637	204,714	.....
Post-Office.....	1,064,000	1,022,000	.....	42,000
Crown Lands.....	150,000	260,000	110,000	.....
Miscellaneous.....	172,241	293,729	121,488	.....
Total ordinary rev's.	£48,042,914	£48,802,833	£1,053,725	£293,806
Imprest & other mo's.	643,410	634,063	.....	9,347
Repay'm'ts of adv'ces.	802,943	1,031,297	228,354	.....
Total income	£49,489,267	£50,468,193	£1,282,079	£303,153
Deduct decrease.....			303,133	
Increase on the year.....			978,926	

THE SMALL CHANGE SCARCITY.

A correspondent, referring to the statement that a Lowell manufacturing company pays, on an average, \$30 per month for small change to pay off the operatives, &c., adds:—"I can point you to two railroad companies who pay from \$60 to \$80 per month for change used in the depots in Boston and on the line of their road. All the other railroad companies have to pay largely for change. Cannot something be done to remedy this expensive evil?"

BALTIMORE STOCK MARKET FOR 1852.

We publish below the *Baltimore Price Current's* annual list of quotations of all the stocks of the city of Baltimore and State of Maryland, bought and sold in that market from the 15th of January to the 15th of December, 1852:—

In relation to the Baltimore and Ohio Railroad and York and Cumberland Railroad shares, the advance has been upward of 30 per cent. We also refer to our State and city securities and Baltimore and Ohio Railroad loans generally, as showing a steady and considerable improvement during the year. These securities are now sought after by capitalists for permanent investment. We note some decline, however, within the past week, in the bonds of the Baltimore and Ohio Railroad Company. The coupon bonds had freely commanded 102½ a 102½ interest from July 1st, but had declined to 97½ a 98½, without, however, any transactions at these prices. This we attribute to the necessary action of the company in the case requiring a further loan of \$2,500,000 for the laying of additional double tracks, and an increase of the stock of the road in view of its early completion to the Ohio River.

There has been added to this list by the Board during the year, stock of the Cumberland Coal and Iron Company and George's Creek Coal and Iron Company, both of which stocks it is thought may hereafter become very prominent and active securities in our market. Sales at the Board for the year 1852 have more than doubled those of the previous year, and have for some time past averaged from \$150,000 to \$200,000 per week. Money continues very abundant, and is daily seeking investments in every description of our dividend-paying securities, and in the opinion of very shrewd calculators, will continue to do so for a long period to come.

The new year opens with a very easy market; the annual statements of our Banking Institutions just published show them to be in a very healthy condition, and fully able to extend to the whole mercantile community the most liberal aid and accommodations. In view of all these facts, we hazard the prediction that during the year 1853, there will not be any material decline in the prices of any of our dividend-paying securities as compared with the quotations in the list furnished to-day:—

QUOTATIONS FOR STOCKS IN THE BALTIMORE MARKET.

	Jan. 15.	Feb. 15.	Mar. 15.	April 15.	May 15.	June 15.
<i>Public loans—</i>						
Maryland 6 per cents, 1870.	102½	102	102	104½	105½	105
Maryland 6 per cents, 1890.	102½	103	102	....	....	....
Maryland 6 per cents, 5 qr.	88½	88	87½	88½	90	....
Maryland 5 per cents, ster.	95	96	....	....	102	102
Baltimore 6 per cents, 1860.	101½	....	....	....	....	....
Baltimore 6 per cents, 1870.	....	102½	....	....	....	106
Baltimore 6 per cents, 1890.	103½	104	105½	105½	105½	106½
Baltimore 5 per cents.....	86½	86½	....	86½	....	89
Baltimore & Ohio Railroad 6 per cent bonds, 1854.....	....	96	97	96	....	....
Do, 1867.....	88½	88½	88½	89½	92½	....
Do, 1875.....	88	89½	88	89½	93	97½
Do, 1880.....	....	....	....	....	....	96½
<i>Bank stock—</i>						
Bank of Baltimore.....	88	88½	89	91½	95	92
Merchants'.....	97½	99	100½	104	109	109
Union Bank of Maryland...	66	66½	67	69	69½	71½
Farmers and Merchants'....	....	47½	....	....	....	40
Com. & Farmers', full paid.	....	37	....	38½	....	....
Com. & Farmers', short paid.	....	22½	23	....	....	....
Marine.....	27	28	28½	28½	28½	29
Farmers and Planters'.....	26	26½	26½	27½	28½	....
Chesapeake.....	22½	23	24	24	....	25
Western.....	20	20	20½	20½	21½	21½
Mechanics'.....	16	16	16½	17	17½	17½
Franklin.....	10½	11½	11	11½	11½	11½
Citizens'.....	8½	8½	8½	9½	9½	10
Patapsco Bank of Maryland.	19	19	20½	....	20	21½
<i>Insurance—</i>						
Baltimore Life.....	....	....	56	57	67	....
Firemen's.....	20	22½	23½	23	23	24½
Baltimore Fire.....	11	12	13	....	....	13½
Associated Firemen's.....	7½	7½	7½	7½	8½	8½
<i>Railroads—</i>						
Baltimore and Ohio.....	63	63½	62	68½	74½	81½
York and Cumberland.....	17½	18	18½	20½	20½	21½
Baltimore and Susquehanna.	....	25	26	....	30	30
<i>Turnpike Roads—</i>						
Reisterstown.....	4½	4½	5	5½	5½	5½
York.....	....	....	3	....	....	....
Frederick.....	3½	3½	3½	3½	....	3½
<i>Miscellaneous—</i>						
Baltimore Gas Company...	104	105	105	105	105	105
Baltimore Water Company.	85	86	85	....	87	....
Union Manufac. Company...	....	10	9½	11	11	12
Susquehanna Canal.....	10	....	13½	....	11	11

	July 15.	Aug. 15.	Sept. 15.	Oct. 15.	Nov. 15.	Dec. 15.
<i>Public loans—</i>						
Maryland 6 per cents, 1870.	106½	108½	107½	107½	108	109
Maryland 6 per cents, 1890.	....	....	....	108	....	110
Maryland 6 per cents, 5 qr..	96	96	98	....	99	99
Maryland 5 per cents, ster..	106	....	107½	108½	109	111
Baltimore 5 per cents, 1860.	....	106	106	....	....	....
Baltimore 6 per cents, 1870.	106	107	....	....	105½	107
Baltimore 6 per cents, 1890.	107½	108	107½	105½	108	108
Baltimore 5 per cents.	89	....	....	89	90	94
Baltimore & Ohio Railroad 6 per cent bonds, 1854. ....	....	....	....	....	99½	....
Do., 1867. ....	....	96½	96½	....	98	100
Do., 1875.	97½	96½	96½	99	99½	102
Do., 1880.	97	96	96	99	99	102
<i>Bank stock—</i>						
Bank of Baltimore	94	96	97	95	99½	102½
Merchants'	103½	107½	109	111½	112	117½
Union Bank of Maryland. .	68	70½	70	72	73	77
Farmers and Merchants' .	40	....	40	39½	39½	40½
Com. & Farmers', full paid. .	....	38	39	39	39½	41½
Com. & Farmers', short paid. .	....	....	23	23	24	....
Marine	30	30	30	30	30½	30½
Farmers and Planters'	27	28½	....	28½	29	29½
Chesapeake.	25	....	....	....	25½	25
Western.	21½	21	21½	21½	21½	22½
Mechanics'	17½	17½	....	18½	18	19
Franklin.	11½	12	11½	12½	12½	13
Citizens'	9½	10	10	10½	10	10½
Farmers' Bank of Maryland. .	....	....	....	....	49	50
Patapsco Bank of Maryland. .	21½	21½	22	22	23	23
<i>Insurance—</i>						
Baltimore Life. ....	....	....	....	56	59	59
Firemen's	23½	24	24	24½	24½	23
Baltimore Fire.	13½	13½	13	13½	13½	13½
Associated Firemen's	8	8½	8½	8½	8	*8½
<i>Railroads—</i>						
Baltimore and Ohio.	82½	83½	85½	97	91	*96½
York & Cumberland.	20½	21½	21½	21½	22	22½
Baltimore & Susquehanna. .	29	30	....	30	29½	33
<i>Turnpike Roads—</i>						
Reisterstown	5	5	4½	....	4½	4½
Frederick.	3½	3½	3½	3½	3½	3½
<i>Miscellaneous—</i>						
Baltimore Gas Company ...	103	111	111	112	112	112
Baltimore Water Company..	....	85	87	88	....	86
Union Manufac. Company ..	12	11	12	12	12½	13½
Canton Comyany.	75	82	80	....	86½	122
Susquehanna Canal.	11	10	11	....	13	....
York & Cumber'd Rail'd b'ds	89½	92	96½	....	94½	97½
G. & O. C. prem. bonds. ....	....	....	....	50½	52½	....
Do., guarantied by Virginia..	....	....	....	....	99½	....

RATE OF INTEREST ON MONEY IN CALIFORNIA.

By an act passed March 13, 1850, the rate of interest on money loaned was fixed at ten per cent, where there was no special contract, but "parties may agree in writing for the payment of any rate of interest whatever on money due, or to become due on any contract. Any judgment rendered on such contract shall conform thereto, and shall bear the interest agreed upon."

* Dividend off.

CONDITION OF THE BANKS OF NEW ORLEANS.

The subjoined statements of the Banks in New Orleans, on the 25th of December, 1852, is published under the signature of the Louisiana Secretary of State, and State Treasurer.

MOVEMENT OF THE BANKS.

	Cash liabilities.		Cash assets.	
	Circulation.	Total.	Specie.	Total.
<i>Specie Paying.</i>				
Louisiana Bank.....	\$1,312,464	\$6,070,149	\$2,560,267	\$8,410,414
Canal Bank.....	1,831,532	4,616,765	1,538,513	6,626,996
Louisiana State Bank.....	1,467,710	6,650,794	2,351,527	7,568,341
Mechanics' and Traders' Bk.	841,425	3,534,635	1,543,436	4,677,629
Union Bank.....	25,520	705,889	251,641	694,529
<i>Non-Specie Paying.</i>				
Citizens' Bank.....	5,988	28,515	7,419	191,602
Consolidated.....	6,307	8,349	39,239	39,239
	\$5,490,946	\$21,615,095	\$8,287,043	\$2,820,752

TOTAL MOVEMENT AND DEAD WEIGHT.

	Liabilities.		Assets.	
	Exclusive of capital.			
<i>Specie Paying.</i>				
Louisiana Bank.....	\$6,070,148	67	\$11,293,793	31
Canal and Banking Co.....	4,616,764	79	8,976,971	98
Louisiana State Bank.....	6,650,794	25	8,834,194	18
Mechanics' and Traders' Bank.....	3,534,634	91	5,726,006	76
Union Bank.....	705,888	80	1,831,703	86
<i>Non-Specie Paying.</i>				
Citizens' Bank.....	6,264,048	18	5,900,869	74
Consolidated Association.....	1,506,970	30	1,225,840	77
	\$29,349,249	90	\$43,789,381	08

The Governor of Louisiana, (Hon. JOSEPH WALKER,) in his last annual message to the Legislature of that State, (January 17, 1853,) says of the condition of these Banks:—

The quarterly reports of the Board of Currency show that our banks are in a most sound and safe condition. Indeed, the great abundance of money in the country, is evinced by the fact that the banks have a much larger amount of specie in their vaults, than the whole circulation. No banks in the Union are in a more safe and reliable condition, than those of Louisiana. According to the statement of the Board, made on the 30th December 1852, the amount of circulation of the banks was \$5,400,946, while the specie in the vaults was \$8,207,042.

DEBT AND FINANCES OF IOWA.

By the report of the Treasurer of the State of Iowa, it appears that there has been received into the State Treasury from the 2d day of December, 1850, to the 31st day of October, 1852, the sum of \$136,681 69. Balance received from former Treasurer \$2,206 39, making an aggregate of \$139,888 08. The disbursements for the same period are \$130,631 49, being a balance in the Treasury at the latter date of \$8,051 59. The funded debt of the State amounts to \$81,795 75, of which amount \$26,795 75 are payable at the option of the State. The estimated expenditures for the two years to come amount to \$103,913 00. The estimated resources for the same period, with the balance in the Treasury, amount to \$149,119 47, an amount which, after deducting ten per cent from delinquencies and assessments as unavailable, will leave a balance of receipts over expenditures fully sufficient to extinguish all that part of the funded debt of the State which is payable at their option, and it is recommended by the Treasurer of the State, that provision be made to pay the same as rapidly as any surplus means may come into the Treasury.

CONDITION OF THE BANK OF KENTUCKY.

The annexed statement of the condition of the Bank of Kentucky and Branches, on the 1st of January, 1853, is from the official report of S. H. BULLEN, Cashier of the Bank of Kentucky at Louisville:—

STATEMENT OF THE BANK OF KENTUCKY AND BRANCHES, 1ST JANUARY, 1853.

RESOURCES.		
Notes discounted.....	\$2,349,802 85	
Bills of exchange.....	3,928,449 60	
		\$6,278,252 45
Suspended debt in suit	98,526 70	
Bonds of the city of Louisville, 6 per cent.	181,710 00	
Real estate for debt.....	52,219 29	
		333,455 99
Due from bank.....		703,501 83
Stocks and bonds of other corporations		80,093 95
Assets received from Schuylkill Bank, etc., estimated at	600,000 00	
Deduct amount realized	337,771 44	
		262,228 56
Real estate for banking-houses.....		98,774 05
Cash—gold and silver.....	1,328,540 23	
Notes of other banks.....	218,692 00	
On deposit in banks in Philadelphia, New York, & Baltimore.....	437,200 32	
		1,984,432 55
Total resources.....		\$9,690,739 38
LIABILITIES.		
Capital stock		\$3,700,000 00
Surplus—contingent fund of 2 per cent, reserved by charter.....	74,000 00	
Fund to cover losses on banking-houses	40,670 84	
Fund to cover losses by bad debts.....	57,691 71	
Fund for extra dividends, from Schuylkill Bank assets.....	285,500 00	
Profit and loss balance, after deducting present dividend	98,014 70	
		555,877 25
Dividends uncalled for		7,572 86
Dividend No. 30, January, 1853, 5 per cent.....		185,000 00
Due to depositors		877,947 58
Due to banks.....		662,759 64
Circulations.....		2,528,403 00
Due to Treasurer of Kentucky.....		173,179 05
Total liabilities		\$9,690,739 38

On or about the first of January, 1853, the Bank of Kentucky declared a semi-annual dividend of 5 per cent; the Bank of Louisville $4\frac{1}{2}$ per cent, and an extra dividend of $2\frac{1}{2}$ per cent; the Northern Bank of Kentucky of 5 per cent; the Mechanics' Bank of 5 per cent; the Farmers' Bank of 5 per cent upon the capital stock paid in before the 1st day of July last, and in the same proportion upon payments subsequently made; the Farmers' Insurance Company of 10 per cent; the Madison Insurance Company of 10 per cent.

DAMAGES ON PROTESTED BILLS OF EXCHANGE IN CALIFORNIA.

By an act passed April 16, 1850, the damages on protested bills of exchange, drawn or negotiated in California, were fixed as follows:—If drawn upon any person or persons east of the Rocky Mountains, and within the United States, fifteen per cent; if drawn upon any person or persons in Europe, or in any foreign country, twenty per cent.

THE EFFECT OF TAXATION.

That able, honest, and faithful financier, the Hon. A. C. FLAGG, Esq., in his first annual report (as Controller of the city of New York) to the Common Council, thus disposes of the too prevalent fallacy, that heavy taxes are a burden only to the wealthy.

"It is the great industrious class, those who are engaged in the endless variety of business pursuits, whose severe labors, with a small capital, enables them to support their families, who are actually burdened by taxation, and who pay a large share of the taxes. These are numbered by thousands, while those of large estates are estimated by hundreds. The exact number on the assessment rolls of the several wards, cannot be ascertained without counting the names, and there has not been time to do it. But the receiver of taxes has furnished the number of lines on the several books on which the lots are entered. The aggregate of these was, in 1844, fifty thousand; in 1848, sixty-one thousand; and in 1852, sixty-six thousand seven hundred. In many cases whole pages are occupied with the lots of a single tax payer, and the deputy receiver estimates that there should be a deduction of one-half from the number of lines, to set an estimate of the number of persons on the tax roll; this would give 33,333 as the number of persons on the tax rolls of the City. The number of persons taxed in 1850 for \$17,500 and upwards, is shown by a statement published in 1851 to have been only 3,421, which leaves the number of taxables under \$17,500, at eighty-eight less than thirty thousand.

"There are thousands of the industrious classes, who have families and must have dwellings, and some of them stables for their horses. To all these persons, excessive taxation is felt as a real burden either by direct assessments or an increase of rent. But there is a very numerous and needy class of persons, who are not on the assessment roll at all, on whom high taxes fall with crushing weight. This class is made up of helpless families, crowded into small rooms on a monthly tenure, and the rent perhaps exacted in advance, with no resource but the labor of the head of the family, at a dollar a day, and often thrown out of employment at that. These persons have the poor man's protection of exemption from the roll of the assessors. But taxation reaches them notwithstanding this apparent exemption, through their monthly rent. The landlord, whose mind is occupied only with the collection of his income and its reinvestment, has access to the sources of official information, and can form a tolerable estimate of the rate of the next levy, many months before the heavy hand of the tax-gatherer is felt in his pocket. He scents taxation afar off, and while the tenant is laboring daily to earn his dollar, to sustain his helpless family, the hearts of those who have their little household to provide for, are made sad by the notice which is served on them, that at the commencement of the next month an addition will be made to the monthly rent. How is this to be made up? Retrenchment in the luxuries, or even the comforts of life, is impossible, for they have neither. It must be made up by a denial to all the inmates, of the absolute necessities of life; and the children, too young to command anything for their labor, are sent out with their bare feet and tattered garments, to search the deposits which your ordinance requires to be placed on the side walk for the ash carts, to get the means of warming the room, while others apply for the crumbs which fall from the rich man's table; and a portion of the earnings of the father are laid aside to pay the additional rent. Thus taxation, as unrelenting as death, brings desolation and distress into a family, which before was contented and measurably happy, with the bare necessities of life. It is in this condition in life, that heavy taxation most seriously and certainly oppresses its victims. Heavy taxation does not deprive the rich of a single luxury. To those of moderate means it is felt as a burden—while that class of persons who are not on the roll, but who are assessed through the increase of rents, feel it most severely, perhaps without being aware of the causes.

DEPRECIATION IN THE VALUE OF GOLD.

Mr. Thomas Hankey, the Governor of the Bank of England, in a short preface which he has written to the English translation of Mr. Leon Faucher's work on the "production of the precious metals," makes the following remarks:

"I can hardly agree that there is no little ground for alarm as to a depreciation in the value of gold in consequence of the late discoveries. The effects of the production in Australia can hardly be felt at present, considering that the export of English gold

coin has been, up to to this date I think, equal to the amount of gold we have received thence; but when the sovereigns lately shipped are said to be in excess of the wants of the community in Australia, and are re-shipped to this country, together with the produce of the gold workings, between this and next summer, I cannot but believe that the supply in the market of the world will be found in excess of the demand, and that ultimately a considerable and general alteration in prices will ensue."

A late number of the *North American Review*, contains an article on the increase of the precious metals, and the consequent reduction in the value of money. The writer shows that, from the year 1500 to 1545, (according to Humboldt's tables,) the supply of the precious metals obtained from America, were about \$3,000,000 a year. From 1845 to 1600, the supply averaged \$11,000,000 a year. The supply was largely increased from 1750 to 1800, the highest rate estimated at \$35,300,000. About the year 1808, the annual supply was estimated at \$48,937,000, of which \$12,648,000 was gold, and \$36,289,000 silver. For the succeeding ten years there was but little increase in the supply, and down to the wars in the Spanish American colonies, according to Jacob, the supply from the American mines did not exceed \$20,000,000 a year. In 1834, McCulloch states the supply from all the world at \$30,000,000. In 1847, this supply was increased by the products of the Russian mines to \$67,000,000. The products of the California and other mines have swollen the amount in 1852 to \$178,284,000; in gold \$138,834,000, and in silver about \$39,000,000 from all the world. The supply in 1852, is about six times as large as it was twenty years since. No reduction in the supply is anticipated for a number of years. Should there be a reduction in the products of the California mines, those of Australia will at least make good any deficiency. An important difference appears in the present increase and that of former years. It is this: the present increase is in gold, while that of former years was nearly all in silver. This difference has already produced a great change in the relative value of gold and silver, and a still greater change is looked for. The *Review* in consideration of the matter, thinks it but the exercise of ordinary caution to assume that "the annual supply of the precious metals will not fall below a hundred millions of dollars for many years, and that in a quarter of a century this supply will depreciate money to one-half or one-third its present value." The general opinion is, that the value of money is reduced in the precise ratio of the increase of the quantity. There can be little doubt that the large increase in the quantity of the precious metals will occasion important changes in the value of money, but no cause for alarm is seen in that. The operation will be very gradual, and must continue for many years. A decline in the value of money will increase wages, and the price of agricultural and manufacturing products, as well as real estate. In this general and gradual change, there will no revulsion to produce general distress.

GOLD DUST SHIPPED FROM SAN FRANCISCO IN 1852.

We compile from a table prepared for the San Francisco *Price Current and Shipping List* by ADAMS & Co., the subjoined statement of gold dust manifested and shipped by steamers from the port of San Francisco during the year ending December 31, 1852:—

January	\$2,905,970	August	\$3,608,203
February	1,770,122	September	4,104,130
March	2,173,304	October	5,067,386
April	3,467,293	November	5,251,999
May	5,470,923	December	4,050,171
June	3,570,266		
July	4,119,509	Total	\$45,559,171

Of the above amount, \$39,007,367 was destined for the port of New York, \$470,783 for New Orleans, \$6,020,027 for London, \$46,000 for Panama, and \$15 for San Juan.

REDEMPTION OF UNITED STATES FIVE PER CENT STOCK OF 1843.

JAMES GUTHRIE, Secretary of the Treasury of the United States, under date Treasury Department, March 10th, 1853, has issued the following notice:—

Notice is hereby given, that the 5 per cent stock created under the provisions of the act of 3d March, 1843, will, in pursuance of the terms of its issue, be redeemed at

the Treasury of the United States on the first day of July next, at which date interest thereon will cease.

Holders of the Stock desiring to receive the principal and interest accrued thereon previous to the 1st of July next, may transmit their certificates, duly assigned to the United States, by mail or otherwise, to this department, and drafts in their favor for the amount of the principal and interest, up to the date of receipt here, will be re-mitted, payable by the assistant treasurer most convenient to them.

RECEIPTS OF GOLD AT THE PORT OF NEW YORK IN 1852.

The subjoined statement of the amount of gold received at the port of New York during the year 1852, with the date of arrival, names of steamers, and amount brought by each, is believed to be nearly correct;—

Jan. 1 Cherokee.....	\$2,068,994	J'ne 28 Crescent City.....	\$2,500,000
Jan. 12 Daniel Webster...	580,000	July 2 Northern Light....	188,817
Jan. 30 Prometheus.....	463,000	July 15 Illinois.....	2,049,333
Jan. 30 Cherokee.....	1,090,012	July 22 United States.....	244,228
Feb. 13 Daniel Webster...	70,000	July 25 Empire City.....	1,500,000
Feb. 16 El Dorado.....	1,102,713	Aug. 14 Illinois.....	1,918,437
Feb. 28 Prometheus.....	400,000	Aug. 31 Ohio.....	2,529,684
Mar. 15 El Dorado.....	1,428,350	Sep. 7 Northern Light....	312,000
Mar. 30 Crescent City.....	1,500,000	Sep. 12 Illinois.....	1,520,000
Apr. 4 Prometheus.....	300,000	Oct. — Ohio.....	2,091,853
Apr. 12 Daniel Webster...	150,000	Oct. 13 Illinois.....	1,926,000
Apr. 12 El Dorado.....	830,000	Oct. 29 Georgia.....	2,300,000
Apr. 16 Sierra Nevada....	400,000	Nov. 8 Star of the West..	500,000
May 2 Crescent City.....	2,600,000	Nov. 12 Illinois.....	2,296,881
May 16 Daniel Webster...	400,000	Nov. 27 Georgia.....	2,742,499
May 17 Illinois.....	1,502,322	Dec. 12 Illinois.....	2,530,045
J'ne 3 United States.....	220,000	Dec. 17 United States....	54,092
J'ne 4 Crescent City.....	1,500,000	Dec. 28 Uncle Sam.....	511,880
J'ne 14 Illinois.....	1,868,161	Dec. 31 Georgia.....	2,538,653
Total.....			\$48,876,864

THE NEW FRENCH BANKS.

THE SOCIETE GENERALE DU CREDIT MOBILIER.

The London *Times* gives the following account of a new banking institution recently established in France.

It appears that on the part of many persons, there is still a very imperfect knowledge of the actual details of the constitution of the new French Bank, the *Societe Generale du Credit Mobilier*. This circumstance is not surprising, since the published documents with regard to it are very obscure, and are full of statements of a most complicated nature. As far as a simple result can be gathered from them, it seems that the concern consists of 120,000 shares of 500*f.* each, forming a subscribed capital of 60,000,000*f.* or £2,400,000 sterling. All the shares are issued, and the amount at present called upon them is 50 per cent. The bank can issue post-notes at 45 days' date, or for a longer period, and bearing about 3½ per cent interest, to the extent of five times the subscribed capital, previously to its being fully paid up, and afterwards to the extent of ten times. In the first instance their issues may consequently amount to 12,000,000*f.* sterling, and the second to 24,000,000*f.* They are not, however, to put forth notes in any one year for a sum that shall be more than twice as much as their capital. With this restriction they can take any quantity of stock or railway shares they may think fit, and give their own paper in payment. They have already circulated notes to a considerable amount, and have subscribed to the extent of 40,000,000*f.*, or 1,600,000*f.* sterling, in a loan of 200,000,000*f.*, raised by the *Societe de Credit Foncier*. This loan bears only 3 per cent interest, but a portion of the bonds are to be drawn and paid off every year with a number of prizes, some to the extent of 100,000*f.* each, to be decided by a sort of lottery. The shares of the Credit Bank immediately after their allotment, went to about 1,700*f.*, or 240 per cent premium. They are now at

850¢, or 70 premium. The inflated anticipations originally entertained, and which were founded on the power of the bank not only to lend the whole of their subscribed capital, but also the additional sum of 22,000,000¢, which they are ultimately to fabricate, have therefore rapidly subsided. The transactions of the concern and the hopes it encourages, are precisely analogous to those in the case of the Bank of the United States, when that institution put forth its bonds in millions to sustain the American money and produce markets in 1839. At the same time, as the operation of the natural laws which brought that experiment to a speedy close are immutable, it appears impossible to suggest any reason why an imitation of it at the present day should meet with any different conclusion.—*Times*.

COMMERCIAL REGULATIONS.

INSPECTION OF FLOUR IN NEW HAMPSHIRE.

The following act relating to the inspection of flour, was passed at the last session of the Legislature of New Hampshire, and being approved by the Governor, is now in force.

AN ACT PROVIDING FOR THE INSPECTION OF FLOUR.

SECTION 1. *Be it enacted by the Senate and House of Representatives in General Court convened.* That the Governor, with advice of Council, may appoint in any city or town in this State, where the same shall be deemed necessary, one or more inspectors of flour, to continue in office during five years, unless sooner removed by address of the Legislature.

SEC. 2. Every cask of wheat flour shall be branded as follows: if of a very superior quality, with the words 'Extra Superfine,' if of a superior quality, with the word 'Fancy,' if of a quality now branded as superfine, with the word 'Superfine,' if of a fourth quality with the word 'Fine.'

SEC. 3. When flour has been put up in suitable casks and branded according to the provisions of the preceding section, application may be made to an inspector of flour to inspect the same, and it shall be his duty to examine and determine the quality of the flour, to ascertain the weight of all casks he may suspect of being falsely tared, to alter and correct the brands in all cases when in his opinion they do not designate the real quality of the flour, to weigh such casks as he shall suspect do not contain the full weight of one hundred and ninety-six pounds of flour to the barrel, and if they do not contain the full weight to brand them with the word 'Light,' to brand casks containing flour so damaged as not to be fit for use, with the word 'Bad,' and on all casks properly put up and branded agreeably to the provisions of this act, to brand in a legible manner on the heads thereof, the initials of his Christian name and his surname at full length, together with the name of the city or town where the inspection has been made.

SEC. 4. Every person knowingly offering for sale any cask of flour upon which the tare has been undermarked, or in which there shall be a less quantity of flour than is branded thereon, or which shall purport to have been legally inspected, and shall not have been so inspected, shall forfeit five dollars for every cask so undermarked, deficient, or falsely purporting to have been legally inspected, one half to the use of the person who shall be injured and prosecute for the same, and the other half to the use of the county where the prosecution shall be had.

SEC. 5. Every person who shall alter or counterfeit any brand marks made under the provisions of this act, or who shall put any flour into an empty cask branded by an inspector, and offer the same for sale in such cask as duly inspected flour, shall forfeit the sum of one hundred dollars for every cask the brands of which shall be so altered or counterfeited, and five dollars for every cask so put into an empty cask branded by an inspector and offered for sale as aforesaid.

SEC. 6. Every person who shall knowingly offer for sale as good wheat flour, any flour which shall be found to contain a mixture of Indian meal, or any other mixture, or any unsound flour, shall forfeit for every cask the sum of five dollars.

SEC. 7. No inspector of flour shall be in any manner connected in business or trade with any flour manufacturer, or flour merchant, or act as agent for any such manufacturer or merchant, or any other person, in the purchase or sale of flour, under penalty

of five hundred dollars, and the forfeiture of his office, and incapacity forever thereafter of holding the same.

SEC. 8. Every inspector of flour appointed under this act, before entering upon the duties of his office, shall be sworn to the faithful discharge thereof, a certificate of which oath shall be filed in the office of the Secretary of State.

SEC. 9. Every inspector of flour shall be entitled to receive, for inspecting, branding and plugging every barrel and half barrel of flour, the sum of one cent.

SEC. 10. This act shall take effect upon its passage.

FREIGHTS TO AUSTRALIA.

The following statements, originally prepared for the *Boston Daily Advertiser*, by a mercantile house in Boston, will interest parties engaged in the Australian trade.

Permit me through the medium of your columns, to call the attention of those engaged in the Australian trade, and that of the mercantile community in general, to the mode in which freight on shipments to Australia has in some instances been made payable.

It is well known that the currency or money of account of the above country is the same as that of Great Britain, viz. pounds, shillings, and pence.

This being the case, it would seem to be a proper and desirable way, that the rates of freight on merchandise to Australia should be stated in sterling currency, as is customary on shipments from this country to England.

If this were the method adopted, there would be no questions arising as to exchange, and the consignees of goods in Sydney or Melbourne would sell the same at their value in pounds, shillings, or pence, and the freights being stated in a similar currency, he would have simply to deduct this amount, thereby saving all calculations as to value of exchange.

But up to this date a different mode has existed, and freight engagements have been made in American currency.

Now, as dollars and cents are unknown as a circulating medium in Australia, the question arises, on what basis shall I convert into currency of that country the amount of dollars and cents which I am obliged to pay there.

It would naturally be assumed, that the basis of the exchange should be the legal value, which the pound sterling has in the United States, and this, it appears to me, is the only proper and equitable basis.

Nevertheless, several of the owners or agents of vessels already loading for Australia have adopted a different method, one which is as unjust as it is erroneous, and have inserted a clause in their bills of lading, that the freight shall be payable at the rate of four shillings and sixpence to the dollar.

Probably few shippers are aware that at this rate they pay 109 cents for a dollar, and consequently the net proceeds of their shipments will not be so large by *nine per cent*, as if American currency were reduced into sterling at their relative legal values.

It follows, therefore, that on the above basis, a shipper to Australia, who stipulates to pay \$1 per foot, will in reality pay \$1 09, thus giving a bounty to the ship owner of nine cents on every dollar—no insignificant gratuity.

To exemplify this, let us suppose that I ship to Australia 100 barrels of flour, and agree to pay \$4 86 per barrel, or for the whole \$486.

The legal value of the pound sterling in United States currency is \$4 86 as near as may be. Consequently to pay the amount of my freight in sterling I must pay £100, and if I pay this sum the owner of the ship realizes what is equivalent to the amount which I agreed to pay in dollars, say \$486.

But if obliged to settle my freight at the rate of four shillings six pence sterling for a dollar, I must pay two thousand one hundred and eighty-seven shillings, or £109 7s., and thus the ship owner receives what is equivalent in our coin to \$531 44, though he agreed to take my freight for \$486. My shipment therefore will not net me so much by £9 7s., or \$45 44.

As the trade between this country and Australia is comparatively new, I hope this subject will receive the attention of those interested, and that a just and permanent basis of exchange will soon be established.

I have stated that freight of goods shipped from the United States to England was always stated in sterling currency.

The same is the case on shipments from Great Britain to this country, but custom has decided the rate at which the pound sterling is payable to be \$4 80. This rate approximates very nearly to the legal value of the pound, and it appears to me that it would be a fair basis to adopt in the trade with Australia.

TABLE OF CUSTOM HOUSE FEES, SAN FRANCISCO.

REGISTERED VESSELS.

Admeasurement not exceeding 100 tons, 1 cent per ton.....	\$ cts
“ “ exceeding 100, not exceeding 200 tons.....	1 50
“ “ “ 200 tons.....	2 00
Certificate of Registry, \$2 00—Bond, 25 cts.....	2 25
Indorsement of Register.....	1 00
Entrance (from foreign ports) under 100 tons.....	1 50
“ “ “ 100 tons and upwards.....	2 50
Clearance (to foreign ports) under 100 tons.....	1 50
“ “ “ 100 tons and upwards.....	2 50
List of crew 25 cts.—Bond, 40 cts.....	0 65
Bill of Health.....	0 20
Post Entry.....	2 00
Entrance from other districts, including permit to land.....	1 50
Clearance, including permit to proceed from district to district.....	1 50

ENROLLED AND LICENSED VESSELS.

Admeasurement, 5 and under 20 tons.....	0 50
“ “ 20, not exceeding 70 tons.....	0 75
“ “ above 70, not exceeding 100 tons.....	1 00
“ “ above 100 tons.....	1 50
Certificate of Enrolment.....	0 50
“ “ License not above 20 tons.....	0 25
“ “ “ above 20, not above 100 tons.....	0 50
“ “ “ “ 100 tons.....	1 00
Indorsement on Enrolment or License.....	0 20
Entrance, including permit to land, under 50 tons.....	0 25
“ “ “ “ above 50 tons.....	0 50
Clearance, including permit to proceed from district to district, under 50 tons.....	0 25
“ “ “ “ “ “ above 50 tons.....	0 50

VESSELS CARRYING ON THE FISHERY.

Permit to trade at a foreign port.....	0 25
Report and entry of goods (foreign) imported in such vessel.....	0 25

MISCELLANEOUS.

Permit for Foreign Vessel from another district to unload or proceed from district to district.....	2 00
Permit for lading goods for exportation (entitled to drawback).....	0 30
Debenture Certificates.....	0 20
Permit to land goods.....	0 20
Protection American Seamen.....	0 25
Bonds taken officially.....	0 40
Official documents of every description not enumerated.....	0 20

FEES RECEIVED BY THE SURVEYOR, EXCLUSIVELY, IN ADDITION TO THE ABOVE.

Entrance of Vessels from foreign ports, having dutiable merchandise, under 100 tons.....	1 50
Entrance of Vessels from foreign ports, having dutiable merchandise, 100 tons and upwards.....	3 00
Entrance of Vessels from foreign ports, having no dutiable merchandise....	0 67
WEIGHING.—1½ cts. per 112 lbs.	
GAUGING.—Casks, 12 cts. each; Cases and Baskets, 4½ cts. each; Ale, Porter, &c., 1½ cts. per dozen bottles.	

MEASURING.—Coal, 90 cts. per 100 bushels; Chalk, Brimstone, &c., 90 cts. per 100 bushels; Salt, 75 cts. per 100 bushels; Potatoes, Seeds, Grain, and all other measurable articles, 45 cts. per 100 bushels.

MEASURING.—Marble, Mahogany, Cedar Wood, &c., the actual expense incurred.

NOTE.—The expenses of Weighing, Gauging, Measuring, &c., are chargeable to the Importer in the following cases, viz:

1st. When the Importer states, at the time of making his entry, his wish to have the actual quantity ascertained, for the purpose of having the duties liquidated thereon.

2d. When the Importer states, at the time of making his entry, his wish to have the duties assessed on the quantity specified in the invoice, and the actual quantity is ascertained to exceed that so specified. Under these circumstances, the penalty will also be enforced.

3d. When there is no invoice, or when the invoice does not specify the quantity contained in each package.

4th. When application is made for allowance for damage or deficiency.

Also—For marking Spirits, Wines, &c., $2\frac{1}{2}$ cts. per package.—Issuing Certificates (Spirits only) $3\frac{1}{2}$ cts. per package, when requested by Importer.

ALTERATIONS IN THE TARIFF OF MEXICO.

The Mexican Consul-General has furnished for publication in the *Merchants' Magazine and Commercial Review*, the subjoined statement of recent alterations in the Tariff of Mexico:—

BY DECREE OF 24TH JANUARY, 1853, THE PRESIDENT OF THE MEXICAN REPUBLIC HAS MADE THE FOLLOWING ALTERATIONS IN THE TARIFF:—

1. Cotton cloths, plain, white or brown, not over a vara wide, each vara 3 cents.
2. Cotton cloths, white or brown, twilled or crossed, not over a vara wide, $4\frac{1}{2}$ cents.
3. Cotton cloths, white, colored, or dyed, napped, damasked, velvet-like, embroidered, or open work, not over a vara wide, each vara 5 cents.
4. Cottons, colored, known by the name of prints, not over a vara wide, $4\frac{1}{2}$ cents.
5. Cotton printed handkerchiefs, not over a vara wide, each 4 cents.
6. White cotton handkerchiefs with corded or colored border, not over a vara wide, each will pay 5 cents.

All the above articles, though composed in part of flax, hemp, grass, or tow, will be subject to above rates, according to its class, or if entirely of cotton.

7. Spools of cotton thread, not over 300 varas each dozen spools, $6\frac{1}{2}$ cents.
8. Colored cotton yarns comprehended or specified in sec. 57 of the 9th art. of tariff, dated 4th October, 1845, will pay per pound 60 cents.
9. Cotton, with or without seed, per pound 1 cent.
10. Salt in the limits of Chihuahua, imported through the Custom-House of the "Paso and Presidio del Norte," each load at 14 a 50 cents.
11. Sugar of all kinds, each quintal (100 pounds) \$2 50.
12. Flour, barrel of 200 pounds, each \$5.
13. Lard, each quintal (100 pounds) \$5.
14. The importer is responsible for the duties; as equally for those imposed by the laws of 31st March, 1838, and 25th October, 1842—and the municipal dues which continue in force.
15. All duties, whatever be their nature, are payable on account being liquidated, and in no case can be postponed more than 30 days.
16. Goods can be stored 30 days, on payment of $6\frac{1}{2}$ cents daily on each package.
17. Export duty on silver is reduced to 4 per cent, but the circulation duty of 2 per cent will be exacted as hitherto.
18. Tariff of 4th October, 1845, with alterations of 24th November, 1849, together with all other decrees not at variance with present decree, remain in full force.

NAUTICAL INTELLIGENCE.

SUB-MARINE TELEGRAPH.

OFFICIAL.

DEPARTMENT OF STATE, WASHINGTON, Feb. 22, 1852.

The following notice to mariners respecting the Sub-marine Telegraph, received from the United States Consul at London, is published for general information.

NOTICE TO MARINERS—SUB-MARINE TELEGRAPH.

TRINITY-HOUSE, LONDON, Dec. 23, 1851.

Notice is hereby given, That in order to prevent mischief occurring to the Sub-marine Telegraph, it is desirable that vessels should not anchor off the South Fore-land when the High Lighthouse bears between N. and N. W. and within the distance of 3 or 4 miles from the shore; nor, if beyond that distance, when it bears N. W. by N., on which bearing it will appear in one with a dark patch on the cliff.

And as respects the opposite, or southern side of the channel, it is equally desirable that vessels should not anchor when the two conspicuous windmills, which stand on the high ground between Calais and the village of Sangatte, bear between S. by E. and S. E. by S.

By order,

J. HERBERT, Sec.

FIXED LIGHT ON POINT BOLIVAR.

CUSTOM HOUSE, GALVESTON, Collector's Office, Jan. 10, 1853.

A fixed light has been established on Point Bolivar, on the North side of the entrance to this harbor, in latitude $29^{\circ} 22' 02''$ N., longitude $94^{\circ} 45' 33''$ W. from Greenwich, bearing N. W. $\frac{1}{4}$ W. four and a quarter nautical miles from the Bar. The Tower is painted white and has an elevation of about seventy-five feet above the level of the sea, and in clear weather is visible about twelve miles.

Masters of vessels bound for this port and unacquainted with the coast should not approach the land near this entrance in less than six fathoms. Vessels having to wait outside for a pilot should come to in six and a half fathoms, with the light bearing N. W. by W., or if standing off and on should be careful not to get to the westward of this bearing.

W. R. SMITH, Superintendent Lights.

POT ROCK AT HELL GATE, NEW YORK.

The Superintendent of the Coast Survey, in a letter dated Jan. 27, 1853, addressed to the Secretary of the Treasury, says:—

"Having reported, as the result of a survey of Pot Rock at Hell Gate, New York, after the blasting there, that the rocks had been reduced from eight feet mean low water, to twenty and a half feet, I have now the honor to state that a subsequent survey by Major Fraser, of the Corps of Engineers, in charge of the removal of the rocks in Hell Gate, under the appropriation contained in a bill approved August 1, 1852, showed but eighteen feet on this rock; and that one made recently, and after additional blasting, gives a depth at three points of less than twenty feet; and the present least depth at mean low water on the rock, a little over nineteen feet. According to Major Fraser, 'there is probably now but a very small part of the rock higher than the plane of twenty feet reference.'"

The Annual Report of the Superintendent of the Coast Survey, showing the progress of that work during the year ending November, 1851, contains the Report of Lieutenant Washington Bartlett, U. S. Navy, assistant in the Coast Survey, in the examination of the reefs in Hell Gate Channel, and the change produced by blasting, which, we regret to say, we are precluded from publishing in the *Merchants' Magazine* for want of space.

LATITUDES AND LONGITUDES OF POINTS ON THE WESTERN COAST OF THE UNITED STATES.

COAST SURVEY OFFICE, February 14, 1853.

SIR:—I have the honor to submit the following table of the latitude and longitude of points on the Western Coast of the United States, computed in this office from observations made by Assistant George Davidson.

The latitude of San Diego, Point Conception, Point Pinos, San Francisco, Ewing Harbor, and Cape Hancock, depend each on extensive series of observations. Those of the remaining stations are from preliminary observations, and are probably correct to the nearest second of arc, with the exception of San Clemente and Cuyler's Harbor, which are only approximate.

The longitude from No. 1 to 14 depend on 83 moon culminations observed at San Diego, Point Conception and Point Pinos, for which corresponding observations were made at Greenwich, Cambridge, Mass., and Philadelphia; and on differences of longitude by twenty chronometers. The longitude of Ewing Harbor depends on 16, and that of Cape Hancock on 13 moon culminations.

The positions in this table may be considered a close approximation to the truth, but are subject to future corrections from additional data:

No.	Coast Survey, Observatory at	General Locality.	Latitude.		Longitude.		
			°	'	"	In Time. h. m. s.	In Arc. ° ' "
1	San Diego.....	Near La Playa.....	32	41	58.0	7 48 53.7	117 13 25
2	San Clemente.....	S. E. end of Island of St. Clemente.....	33	(00)	....	7 54 16.0	118 34 00
3	San Nicolas.....	S. E. end of Island of San Nicolas.....	33	14	12.9	7 57 40.0	119 25 00
4	Santa Catalina.....	Harbor of Santa Catalina.....	33	26	34.7	7 53 55.0	118 28 45
5	San Pedro.....	Bay of San Pedro.....	33	43	19.6	7 53 04.2	118 16 03
6	Prisoner's Harbor.....	Island of San Miguel.....	34	01	10.2	7 58 40.0	119 40 00
7	Cuyler's Harbor.....	Near Mission Santa Barbara.....	34	(00)	....	8 01 21.8	120 20 27
8	Santa Barbara.....	.....	34	24	24.7	7 58 41.2	119 40 18
9	Point Conception.....	.....	35	10	37.5	8 01 42.6	120 25 39
10	San Luis Obispo.....	Bay of San Luis Obispo.....	35	16	37.5	8 02 54.1	120 43 31
11	San Simeon.....	Bay of San Simeon.....	35	38	24.4	8 04 41.5	121 10 22
12	Point Pinos.....	Bay of Monterey.....	36	37	59.9	8 07 37.7	121 54 25
13	Santa Cruz.....	Bay of Monterey.....	36	57	26.9	8 08 00.7	122 00 10
14	Presidio of San Francisco.....	Bay of San Francisco.....	37	47	35.6	8 09 45.0	122 26 15
15	Ewing Harbor.....	Oregon Territory.....	42	44	21.7	8 17 55.5	124 28 52
16	Cape Hancock, or Disappointment.....	Mouth of Columbia River.....	46	16	35.2	8 16 07.0	124 01 45

Very respectfully, yours, &c.

(Signed)

A. D. BACHE, Superintendent.

I would request authority to publish the above.

Hon. THOS. CORWIN, Secretary of the Treasury.

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

RAILROAD STATISTICS OF THE STATE OF NEW YORK.

We are indebted to WILLIAM J. McALPINE, Esq., the able and efficient State Engineer and Surveyor, for a copy of his Annual Report on the Railroad Statistics of the State of New York. By chapter 140, laws of 1850, every railroad corporation is required to make an annual report to the State Engineer and Surveyor, and file the same in his office by the first day of December in each year; these reports the State Engineer arranges in a tabular form, and reports the same to the Legislature on the first day of each session. On the first of January, 1853, reports had been received from twenty-seven corporations, forty-two having failed to make any report at that time. Of this last number seventeen corporations subsequently made their annual reports.

The predecessor of Mr. McAlpine, in the annual report for 1850, says:—

“I would respectfully recommend that the penalty for a failure to report be modified. I cannot understand why it should not be the same as for any other violation of chartered rights or duties, but if a fine is to be imposed, it should be much larger in amount than it is at present.”

In this recommendation Mr. McAlpine concurs, and in our judgment the fine should be such, at all events, as to compel every corporation to report.

There are many discrepancies shown by the tables, which naturally leads the Superintendent to the belief that the returns from some of the corporations have not been made with accuracy; and he suggests that authority should be conferred on the State Engineer to inquire into the accuracy of the returns made, whenever they appear erroneous. Mr. McAlpine also recommends an alteration in the general railroad law, so as to require each railroad corporation to furnish in their annual report a statement of the number of the passengers and tons of freight, and the description of the latter, which is shipped and left at each station, and also the rates of charges for transportation of passengers and freight.

We give below an abstract of the report of the State Engineer and Surveyor, deferring to a future number of the *Merchants' Magazine* the more detailed statements embraced in a series of tables appended to the reports of the Superintendent and the several corporations:—

The whole number of persons carried in the cars on twenty-nine railroads was.....	7,440,653
The number of miles traveled was.....	343,358,545
The whole number of passengers injured was.....	82
Of whom were killed.....	26
The whole number of employees injured was.....	89
Of whom were killed.....	60
The whole number of others injured was.....	94
Of whom were killed.....	76
Making the total number injured.....	265
Of whom were killed.....	162

For every 13,206,098 passengers carried one mile one was killed; and for every 4,136,850 passengers carried one mile one was injured or killed.

The classification of these accidents is as follows:—

	Killed.	Injured.
Jumping on or off trains in motion.....	18	7
Fell or thrown from trains.....	20	9

	Killed.	Injured.
Collisions of trains	12	45
Trains thrown off the track.....	14	8
Run over while walking or standing on track.....	76	14
Collisions with vehicles at road crossings.....	2	3
At work on or standing by trains	11	11
Standing on platforms.....	1	..
Defective machinery.....	3	3
Other accidents	5	3
Total.....	162	103

The reports of the accidents are very defective—in some cases stating that “several persons were injured,” without specifying the number. The newspapers have, in some cases, given accounts of accidents of which the reports make no mention, or have stated that a larger number of persons were injured than are returned in the reports from the railroad companies.

The number of passengers carried on fourteen railroads in 1851 was 3,901,151, and the miles traveled 187,835,332.

The whole number of persons injured on these roads in 1851 was 133, of whom 85 were killed.

For every 18,783,533 passengers carried one mile in 1851 one was killed, and for every 8,944,539 one was injured or killed.

ABSTRACT OF THE STATISTICS OF THIRTY RAILROADS.

The aggregate length	miles	1,901½
The aggregate amount of capital.....		\$53,963,550 00
The aggregate amount of stock paid in		43,576,662 84
The aggregate amount of funded and floating debt.....		41,742,671 86

The annual rate of interest on the funded debt is from 6 to 7 per cent, being generally 7 per cent.

The total cost of roads and equipments is.....		\$84,034,456 20
The average cost per mile of single track is.....		36,701 89
The aggregate length laid is.....	miles	1,819½
“ “ including double track and sidings.....		2,277 3-10
The aggregate number of locomotive engines is.....		446
“ “ passenger cars, 1st class.....		477
“ “ baggage, mail, emigrant, and 2d class..		272
“ “ freight cars.....		4,695
The average speed of passenger trains in motion, miles per hour..		26½
“ “ freight trains in motion, miles per hour.....		15½
The average weight of passenger trains, exclusive of passengers and baggage.....	tons	45.37
The average weight of freight trains, exclusive of freight.....		95.41
The aggregate tons carried on roads is.....		*2,206,622
“ “ one mile is.....		.....
“ “ number of miles run by passenger trains is.....		4,421,449
“ “ “ freight trains is.....		3,086,379
The average distance traveled by each passenger	miles	46 1-10
“ “ number of passengers per train is.....		77 6-10
“ “ distance which each ton of freight is moved is.....		83 2-10
“ “ number of tons of freight per train is.....		59 4-10
“ “ cost per mile of single track, for maintenance of road-way is.....		\$440 40
“ “ cost per mile run by passenger trains for repairs of machinery is.....		16.98
“ “ same for freight trains is.....		16.53

The average cost of operating the roads for 1,000 passengers carried one mile, and

* This amount included the tonnage sent from one road to another, which is repeated in the reports as many times as it is carried upon separate roads, and therefore shows the aggregate tonnage greater than it actually is.

for 1,000 tons of freight carried one mile, classified under different heads, is as follows :—

	1,000 passengers.	1,000 tons freight.
Office expenses and stationery.....	\$0 11	\$0 17
Agents and clerks.....	0 40	0 75
Labor, handling freight, loading, &c.....	...	1 34
Porters, watchmen, and switchmen.....	0 37	0 23
Wood and water attendance.....	0 11	0 10
Conductors, baggage, and brakemen.....	0 64	0 86
Enginemen and firemen.....	0 59	0 82
Fuel.....	1 68	2 17
Oil and waste for engines.....	0 24	0 28
“ “ cars.....	0 11	0 24
Loss and damage of goods or baggage.....	0 03	0 25
“ “ to persons.....	0 12	0 05
“ “ to cattle and property.....	0 04	0 05
General superintendence.....	0 13	0 19
Contingencies.....	0 59	0 45
Total.....	\$4 62	\$7 81

The aggregate earnings on twenty-six roads are as follows :—

From passengers.....	\$6,212,215 43
From freight.....	4,105,629 73
From other sources.....	592,078 83
Total.....	£10,809,923 97

The aggregate payments other than for construction :—

For transportation.....	\$5,101,676 70
For interest.....	2,205,090 90
For dividends.....	2,155,852 24
For surplus fund.....	14,848 76
Total.....	\$9,477,468 60

CANAL COMMERCE OF ROCHESTER.

We give below the annual statement of property left at and first cleared from Rochester, (New York,) on the Erie and Genesee Valley Canal during the season of 1852, showing the quantity and estimated value of each article :—

	Left.		Cleared.	
	Quantity.	Value.	Quantity.	Value.
Pork.....bbls.	1,413	\$25,434	466	\$8,380
Beef.....	908	9,003	2,272	22,720
Flour.....	15,285	64,961	538,680	1,289,390
Corn meal.....	2,065	2,130	10	20
Lumber.....feet	170,833	191,708	5,376,482	53,765
Shingles.....M.	6,066	15,165	516	1,290
Bacon.....	54,624	4,716	32,403	2,916
Cheese.....lbs.	139,330	9,783	98,040	6,863
Butter.....	36,175	5,788	87,774	14,044
Wool.....	252,847	93,331	492,194	182,112
Bran and shiptuff.....	311,348	2,491	15,081,688	120,654
Clover and grass seed.....	84,969	5,946	95,659	6,696
Flax seed.....	202,200	4,044	153,049	3,061
Wheat.....bush.	1,438,301	1,312,003	86,028	80,866
Rye.....	3,595	2,013	284	159
Corn.....	70,967	39,742	64,741	36,256
Barley.....	12,668	7,094	30,050	16,828
Oats.....	22,836	8,678	13,675	5,197

LENGTH AND COST OF THE STATE WORKS OF PENNSYLVANIA.

FINISHED WORKS.

	Length.	Cost.
Philadelphia and Columbia Railroad, Philadelphia to Columbia.	82	\$4,204,970
Eastern Division of Pennsylvania Canal, Columbia to the mouth of the Juniata	43	6,736,509
Juniata Division of Pennsylvania Canal, mouth of the Juniata to Hollydaysburgh.....	130	3,521,412
Alleghany Portage Railroad, Hollydaysburgh to Johnstown..	36	1,828,462
Western Division of Pennsylvania Canal, Johnstown to Pittsburgh	105	3,069,877
Total Main Line from Philadelphia to Pittsburgh.....	306	\$14,361,320
Delaware Division of Pennsylvania Canal, Easton to Bristol..	60	1,381,742
Susquehanna Division of Pennsylvania Canal, mouth of Juniata to Northumberland	39	896,380
North Branch of Pennsylvania Canal, Northumberland to mouth of Lackawannock.....	73	1,580,671
West Branch of Pennsylvania Canal, Northumberland to Lockhaven	72	1,808,472
French Creek Division of Pennsylvania Canal and Feeder, Franklin to Meadville.....	45	795,802
Beaver Division of Pennsylvania Canal, mouth of Beaver to New Castle.....	25	511,671
Total finished works.....	710	\$21,336,058

UNFINISHED WORKS.

	Length.	Cost.
North Branch Canal, Lackawanna to N. Y. State line.....	89	\$2,484,939
West Branch Extension, Lockhaven to mouth of Linnemahoning.....	40	352,456
Erie Extension, New Castle to Erie.....	115	3,100,567
Wisconsin Feeder, mouth of the Juniata to Lyken's Valley....	13	390,013
Alleghany Feeder, mouth of the Keskemenetas to Kittaning..	15	31,172
Gettysburgh Railroad, Gettysburgh to Hagerstown.....	41	667,918
Total unfinished works.....	314	\$7,087,065
Whole amount of finished and unfinished works.....		\$28,423,123

APPROPRIATIONS FOR UNITED STATES MAILS IN OCEAN STEAMERS.

An act appropriating compensation for transporting the United States mails in Ocean Steamers, was passed during the second session of the XXXIId Congress, and approved March 3, 1853. It provides for the service from—

New York to Liverpool.....	\$858,000
New York to New Orleans, Charleston, Savannah, Havana and Chagres.....	290,000
Panama to California and Oregon.....	348,250
Tri-monthly mail between New Orleans and Vera Cruz, via Tampico.....	70,000
New York to Bremen.....	200,000
New York to Havre.....	150,000
Charleston to Havana.....	50,000
	\$1,966,250

The same act appropriates \$120,000 for transportation of the mails across the Isthmus of Panama.

SEC. 3. *And be it further enacted*, That the Postmaster General shall cause the facts to be investigated in relation to the contract of A. G. Sloo, for the transportation of

the mail in ocean steamers from New York to New Orleans, Charleston, Savannah, Havana, and Chagres, and back, per act of March 3d, 1847, for the purpose of ascertaining how far the contract corresponds with the original bids, and shall report to Congress at the next session the facts and circumstances connected with the said contract; and also for what amount the said mail service could be performed if a new contract should be made, and whether the ships furnished under said contract are built according to its terms. The Postmaster General is further directed by this act to ascertain and report to Congress at its next session, for what amounts the service now performed under the several contracts with the Navy and Post-Office Department for carrying the mail in ocean steamers can be hereafter performed, upon the supposition that the United States shall take the steamers according to contract and sell or transfer them.

SEC. 4. *And be it further enacted*, That upon the application of either of the companies contracting to carry the mail in ocean steamers from New York to Havre, or from New York to Bremen, the Postmaster general is hereby authorized to discharge such company from said contract: *Provided*, that no further compensation shall be paid to either of said companies after such discharge from its contract.

CAPITAL INVESTED IN RAILWAYS IN FRANCE.

While railroads are increasing at a rapid rate in this country, it will be seen that on the Continent of Europe capital is likewise largely in demand for the prosecution of similar undertakings there. The outlay in France last year was 285,816,663 francs or nearly \$57,000,000. More than half that sum will be required during the year 1853, and about \$70,000,000 more for the completion of the fifteen roads enumerated below.

The following account has been published of the capital which the railway companies realized in 1852, and of the calls they have to make in and after the present year:—

Location.	Capital realized in 1852. Francia.	Capital to be realized, 1853, Francia.	Capital to be realized after 1853. Francia.
Paris and Lyons.....	130,000,000	10,000,000	60,000,000
Western	21,000,000	10,000,000	38,100,000
Lyons to Mediterranean.....	21,040,000	21,060,000	20,000,000
Orleans.....	25,050,000	26,250,000	58,700,000
Northern.....	16,666,666	8,333,444	2,000,000
Paris and Strasburg	25,000,000	12,000,000	5,000,000
Basle.....	5,000,000	5,000,000	2,000,000
Montereau and Troyse.....	3,300,000	.....	.....
Gray.....	5,600,000	10,400,000	22,000,000
Dijon.....	6,610,000	5,500,000	9,860,000
Dole and Salins	2,800,000	4,200,000	.....
Provins to Ormes.....	1,650,000	.....	.....
Beziers th Graissessac.....	1,800,000	1,800,000	14,400,000
Cette	13,400,000	26,800,000	77,800,000
Cherbourg	6,000,000	12,000,000	39,000,000
Total.....	285,816,666	154,743,444	372,800,000

PROGRESS OF RAILROADS IN VIRGINIA.

"Whoever will examine the system of works," says the *Richmond Enquirer*, "whose early completion is now provided for by Virginia, will be struck with the prodigious extent of country which they will command. From Alexandria a chain of railroads is planned to reach out, by connection with the Baltimore and Ohio Railroad, and the railroad system of Ohio, to the Lakes, over which route Alexandria will be 200, and Norfolk 120 miles nearer Chicago, the chief city of the Lake country, than the city of New York. From Richmond stretches out another great chain of railway, due west across the State to Cincinnati, whence another road prolongs it to St. Louis, the center of the Mississippi Valley, by which route Richmond will be 400

miles, and Norfolk 280 miles nearer to each of these emporiums of Western trade, than New York. From Richmond and Petersburg also extends a chain of railway, nearly all of which is either constructed or provided for, across the southern portion of Virginia, through the Cumberland Gap to Louisville, Ky., thence to be continued by proposed railways entirely in slave territory to St. Louis, by which route Louisville will be nearer to Richmond and Petersburg than to New York by 450 miles, and nearer to Norfolk than to New York by 340 miles. By this chain of railway, also, St. Louis, the emporium of the largest Western slave State, will have connection with Norfolk, the seaport of the greatest Eastern slave State, almost entirely through slave territory, by a route 280 miles shorter than the shortest route between St. Louis and New York. From Richmond, Petersburg, and Alexandria, also extend roads which converge at Lynchburg, in another grand chain of railway leading to Memphis on the Mississippi, every foot of which is provided for, and much of it completed, which will bring that commanding point of western commerce in direct communication with the cities of Virginia, by a route shorter than those from Memphis to Northern cities, by the distances which they lie beyond the cities of Virginia. From Richmond and Petersburg, also extend two lines of important railway, one of them due south over the eastern portions of the South Atlantic States, connecting with their cities and railroad systems; and another reaching more westwardly in its southern course, and wanting but a short extension into North Carolina, to connect, by a union with more southern railroads, the best cotton and tobacco regions of the Union with the cities of our State."

AMERICAN AND ENGLISH STEAMSHIPS.

A correspondent of the *Boston Journal* quotes from a cotemporary the following item in regard to the relative speed of the Cunard and Collins steamships:—

"Prof. Silliman stated, in a recent lecture, that the average difference between the British mail steamers and the Collins line, was *eight* hours in favor of the American ships."

The correspondent of the *Journal*, it seems, kept an accurate account of the time of *departure* and *arrival* of both lines, from the commencement of their competition to the present time, and gives the following statement, that full justice may be done to American enterprise and skill:—

CUNARD LINE.					
	Days.	Hours.	Average.		
			Days.	Hours.	Min.
42 trips from Liverpool to New York.....	538	$\frac{1}{2}$	12	19	26

COLLINS LINE.					
42 trips from Liverpool to New York.....	491	13	11	16	50
Average time in favor of Collins ships.....			1	2	36

CUNARD LINE.					
	Days.	Hours.	Average.		
			Days.	Hours.	Min.
42 trips from New York to Liverpool.....	470	15	11	4	56

COLLINS LINE.					
42 trips from New York to Liverpool.....	452	1 $\frac{1}{2}$	10	18	30
Average time in favor of Collins ships.....			..	10	26

It will be seen by this statement that the average difference in favor of the American steamers on the westerly trips is 1 day 2 hours 36 minutes; while on easterly trips it is only 10 hours 26 minutes. This clearly demonstrates the *superiority of model* of the American steamers in contending with a head beat sea, which they have a large portion of the year, while making their westerly trips. If we take the winter trips only, during which season westerly gales are prevalent, their superiority is placed beyond a doubt—the average difference being about two days in favor of the American steamships.

COMPARATIVE COST OF RAILROADS AND CANALS.

The valuable report of W. J. McALPINE, the New York State Engineer, furnishes the following comparison of the cost of railroads and canals:—

The average cost of the principal canals has been as follows:—

	Miles.	Per mile.
Of New York.....	513	\$24,150
Of Pennsylvania.....	642	26,100
Of New Jersey.....	144	41,300
Of Delaware and Maryland.....	204½	62,350
Of Virginia.....	147	34,150
Of Ohio.....	646	16,600
Of Indiana.....	379	33,968
Of Illinois.....	102	84,846
Of Canada.....	89½	155,300

The average cost of the whole 2,579 miles, being about \$35,000 per mile. The amount expended on the canals of the United States, is about \$150,000,000.

The average cost of railroads has been as follows:—

	Costing.	Per Mile.
30 roads in New York.....	\$80,000,000	\$46,344 83
38 " Massachusetts.....	60,000,000	44,482 11
12 " the South and West.....	50,000,000	45,653 89

The number of railroads, including branches, now in progress in the United States is 372. The miles in operation are 13,586; the miles in progress 10,828; and the amount now expended is four hundred millions of dollars. The average cost being \$30,000 per mile.

BREADSTUFFS PASSING THE LOCK AT ROCHESTER.

D. D. LYNN, Esq., Weigh-Master in Rochester, (New York,) has furnished for publication the subjoined statement of the amount of Flour, Wheat, and Corn passing the Lock in Rochester during the season of Canal navigation in 1852. It is divided into weeks, and will be found useful to those who take an interest in canal matters for future reference, as well as for present examination, the weeks ending on Tuesday in each month:—

	Flour.	Corn.	Wheat.		Flour.	Corn.	Wheat.
April 27...	21,815	.. ..	3,944	Aug. 31...	55,846	190,270	175,942
May 4...	32,900	35,607	5,135	Sept. 7...	61,668	232,607	179,287
" 11...	63,314	117,428	37,477	" 14...	65,254	164,493	191,103
" 18...	85,290	219,802	62,701	" 21...	60,996	176,761	165,307
" 25...	75,873	387,321	61,839	" 28...	46,690	105,656	112,067
June 1...	79,379	238,486	46,014	Oct. 5...	65,319	140,502	139,461
" 8...	105,776	223,192	114,522	" 12...	108,153	182,481	171,056
" 15...	81,531	174,022	109,251	" 19...	77,771	108,286	185,608
" 22...	83,289	146,859	118,319	" 26...	77,228	51,654	179,747
" 29...	79,649	219,683	109,963	Nov. 2...	82,540	75,152	131,074
July 6...	65,697	174,870	115,927	" 9...	84,127	57,813	103,268
" 13...	50,550	105,848	77,062	" 16...	100,306	76,549	246,484
" 20...	79,259	272,396	161,489	" 23...	82,721	115,528	226,601
" 27...	70,565	173,505	115,459	" 30...	21,188	13,653	36,274
Aug. 3...	69,320	193,035	60,713	Dec. 7...	12,816	2,800	.....
" 10...	51,575	227,505	105,634	" 14...	4,250	.....	2,019
" 17...	49,021	189,958	105,825				
" 24...	49,189	114,409	111,163	Total....	2,200,865	4,807,831	3,717,741

PROGRESS OF RAILWAYS IN GERMANY.

An official document, drawn up in 1853, has just been published, giving the number of leagues of railway commenced in Austria and the rest of Germany during the year 1852. The German league is equal to 7 kilometres 408 metres, nearly two

French leagues. In Austria the distance is 247 leagues, 110 of which are being worked, and 137 are in course of construction. In Prussia, 507 leagues, 479 of which are being worked, and 28 in construction. In Bavaria, 144 leagues; in Saxony, 53½; in Hanover, 101; in Wurtemberg, 41; in the Grand Duchy of Baden, 42; in the Electorate of Hesse, 18; in the Grand Duchy of Hesse, 16; in the Duchy of Nassau, 7; in the Duchy of Brunswick, 16; in Mecklenburg, 20; in the Duchy of Anhalt, 3; in Halstein Lauenburg, 22½; at Frankfort-on-the-Main, 8; at Lubeck, 7. The sum total of these figures shows that, at the end of 1852, there existed in Germany, 1,432 leagues of railway, of which 1,137 are being worked, and 295 in course of construction; 870 leagues are administered by the State, and 562 by private companies. With the exception of the line in course of construction in Hanover, no great railway is now being made in the north of Germany, the network of which may be considered as nearly complete. This, however, is not the case in the south of Germany, where, in Austria and Bavaria, a great number of lines are being constructed, exclusive of those the execution of which has been decided on, but not as yet commenced.

JOURNAL OF MINING AND MANUFACTURES.

AMERICAN MARBLES.

We have great pleasure in laying before our readers the following communication touching the MARBLES of New York and the New England States. Mr. LEEDS, the writer, is a self-made geologist and chemist of more than ordinary intelligence, and his acquirements in either capacity are of that sound practical character, that must ever entitle his statements to the fullest credence:—

To FREEMAN HUNT, Editor Merchants' Magazine:—

DEAR SIR:—Having had occasion, during the past year, to visit many of the marble districts of New York and of the New England States, I would beg leave to call your attention to that portion of the mineral wealth of our country comprised in this valuable material for building and ornamental purposes; and I do so the more cheerfully at this particular time, for the marbles of this country are destined, at no distant day, to form a highly important feature in its vast resources; for among the many mining interests that are now manifesting themselves, that of marble cannot fail to hold a high rank, not only on account of its real, practical utility, but because judicious investments in this branch of operative labor, are certain to produce large returns for the capital employed.

A violent prejudice has long been held by dealers and workers in marble against the marbles of America, and that, too, without stopping to examine into the reasons upon which these prejudices existed, to see if they really were possessed of a moderately fair foundation. They have maintained that American marbles were not sufficiently solid—they were full of flaws and shakes—the texture was not uniform, being sometimes in the same block full of soft spots, intermixed with nodules of almost flint-like hardness—that the color was not equal throughout the same mass, and that the general quantity was not susceptible of a high lustrous polish, or possessed of that compact composition which would allow it to be worked well under the tools of the manufacturer—evils which it was asserted did not appertain to the imported article. And they were right, but only so far as their observation extended. *All marbles of American quarrying have been, as yet, but surface specimens.* Throughout all the quarries that I have visited, I have not seen any where the excavation exceeded seventy-five to one hundred feet in depth; and it is from samples usually taken from the immediate surface that their examinations have been conducted and their inductions drawn; from samples where the action of atmospheric and other influences tending to decomposition, have for long ages been in full operation, acting to the deterioration of the stone, while the finer marbles that are imported from Europe are taken from quarries that have been worked for many years, and are taken from a great depth below the surface.

The extensive operations that are now taking place in the limestone districts of our country are destined soon to show that these objections to American marbles are to be fully removed; instead of surface specimens, we shall have blocks from several hundred feet below the surface, compact, clear, and susceptible of the most exquisite and elaborate finish, and embracing every variety of style, from the plain block and unclouded white, to the delicately veined and richly shaded tint, so profuse of beauty, and so fully adapted to adorn the halls of luxury and elegance. Then the rare beauty of the marbles of Italy, Spain, and Portugal, hitherto unequaled, will meet in this country with a successful rival, in the products of the great basin, lying between the bold and rugged Adirondack Mountains on the west, and the high sweep of the Green Mountains of Vermont on the east, crossing that rich and fertile valley in which Lake Champlain reposes; extending north to the confines of Canada, and south, with some interruptions, through the western part of Massachusetts and Connecticut, and the eastern part of New York, to the shores of Long Island Sound.

Here, in this widely extended tract, a new source of national wealth, heretofore inert and dormant, will ere long be called into active existence; for men of capital and enterprise, with that far seeing faculty which characterizes the shrewd and successful operator, have investigated the whole of the lime-bearing district, and have secured, as the field of their future operations, the most choice and desirable points, situated within its limits, thus adding not only to the prosperity of the country, but creating a new demand for labor.

Among the varieties to be found in this section are the *White*, much of which is of the coarse crystalline texture, suitable for building, but chiefly used for sepulchral purposes; with beds of the purest and fine-grained statuary marble.

Black, of a rich, deep, and unspotted color, of that solid and compact texture so requisite for the reception of a high and glassy polish.

Blue veined, so closely resembling the Italian of the same hue that it is already being largely sold in its stead.

Variegated, with the yellow, purple, green, and flesh-colored tints of the Sienna.

Fawn colored, with veins of brilliant black—an unique and most beautiful variety, destined to be considered the pride of American marbles.

Verd Antique. The characteristics of this rare species of marble are so graphically described by Prof. C. U. Shepard in his Geological Report of Connecticut, that I cannot do better than to quote his own words:—

“The genuine verd antique is an aggregate of white limestone, green talc, and blackish green serpentine, the last ingredient being so arranged through the two first, in angular, ovoidal, cubical, and vein-like masses, as to impart to the rock a brecciated appearance. Wherever in a block these pebble like masses are wanting, the verd antique ceases, although a very handsome green veined marble may remain. This precious marble was originally obtained, as it is supposed, in the neighborhood of Thessalonica in Macedonia; or as some maintain, from Lacedemonium in the Morea. At present, however, it is only met with in small fragments and scattered blocks among the ruins of Roman and Etruscan cities; and so scarce has it become, that its price in Paris is thirty dollars the cubic foot. Its use is therefore extremely limited, and confined only to the more costly articles of furniture.”

Had the Professor have written the description of a specimen in my cabinet now before me, he could not have expressed himself in different terms, the specimen and the description accord so intimately. An extensive bed of this rare marble will be opened during the ensuing season.

In addition to the above enumerated varieties, there are *Green*, *Yellow*, *Pink*, and *Blue* marbles, favorably located, and in sufficient quantities for marketable operations.

The Vermont quarries are worked to the extent of between two and three millions of dollars per annum; the New York quarries afford nearly two millions of dollars a year; and the Massachusetts and Connecticut quarries together yield nearly the latter amount, forming an aggregate of seven millions of dollars per annum for the four States, and this, too, under circumstances far from propitious for the full development of the marble sections to the utmost of their capacity, and such is the demand for marble for building and other purposes, that were the yield four times the above amount, it would not overstock the market, in fact the demand is almost unlimited.

Nor is the marble the only source of profit from these quarries, the chips of marble broken from the masses in quarrying and trimming the blocks, are used for burning into lime, and the quality of the lime thus formed is unsurpassed. To afford some idea of the quantity of chips thus used, “the lime made in this manner in Dutchess County

in this State amounts to over two millions of bushels per annum."—*Mather's Geology of New York*, p. 411.

The value of a limestone deposit may be better shown in figures, and I would quote again from Prof. Mather:—"Each cubic yard of rock will make four barrels of lime, including the necessary waste. This would give about 135,000 barrels to the acre.

* * * * If we allow a profit of only 25 cents per barrel, an acre of this limestone, twenty-one feet thick, is capable of yielding a clear profit of \$33,880."

The valley of the Housatonic is rich in white crystalline marble, somewhat coarse in texture, suitable for building purposes, which extends several miles in length, and the great quantities now worked out, afford no small source of profit to the owners, and aid materially to swell the freight lists of the Housatonic Railroad, which passes through this valuable district.

In Westchester County, within some three or four hours' ride of this city, the surface marble is so abundant, that it is used for inclosing farm lots, and many of the "broad acres" of that rich agricultural district, are surrounded by marble walls; while prisons, factories, farm-houses, barns, and all the edifices requisite in a farming country, are constructed of this valuable material.

The marbles of this southern section of the great limestone region I have alluded to, I find to be more coarse in their grain, and consequently less compact in structure, than those of the more northern portion of the group; in the vicinity of Middlebury, Sudbury, and Rutland, in Vermont, the character is of the highest grade, fine-grained, clear, uniform in specific gravity, and of that peculiar metallic ring when struck, which ever indicates a durable and well formed marble. The geological reasons for the difference in quality of the two extremes of the marble tract, would be more applicable to the pages of a scientific journal than for the *Merchants' Magazine*.

As a building material, marble has ever been considered the first in durability and elegance; poets have sung its praises, and orators have descanted upon its charms; it has been used in the erection of national buildings, and worked into monuments to perpetuate the fame of heroes, statesmen, and men of eminence. Temples, consecrated to the holiest sensations of the human mind, and dedicated to the highest attributes of art; embodiments of the true proportions of the faultless, pictures of beauty and loveliness, wrought in solid and massive masonry—these have arisen from the marble quarries of ancient and modern times; and with the wide field before us still to be explored, promising, as it does, such rich and ample returns for investigation, we cannot doubt that the time is near at hand when the marbles of this country shall claim and maintain their proud pre eminence over those of all other portions of the world.

The poet, then, while dreaming of his ideal of beauty and loveliness; while reveling in his imagination in the portraiture of purity and spotless innocence, shall turn, not to the Parian as a simile, but to the Champlain, as expressing more of delicate purity, and as associating in the mind more of that ethereal and spiritual attractiveness, with which the loving heart is wont to invest its cherished object.

The geologist shall then visit the excavation so extensively formed, to study the great truths illustrated by the power of Omniscience, in the structure, form, contortions of strata, and composition of the massive rocks, and while he beholds there the unfailing record of the mutations of earth's changing surface, he shall find new cause to admire the beneficence and wisdom of that Being, who has not only made these changes subservient to the use, comfort, and advancement of man, but has left the impress of His hand there too, as if to awaken sensations of dependence and gratitude, by showing that all our blessings are derived from Him; and that even in countless ages past, while working His wonders in the mountain mass, He foresaw the utility of His labors to the race of human kind.

BROOKLYN, March 10th, 1853.

STEPHEN P. LEEDS, Geologist.

NOTICE TO THE MANUFACTURERS OF BOILER IRON.

TREASURY DEPARTMENT, Feb. 10, 1853.

The fifteenth section of the Act of Congress, entitled "An Act to amend an Act, entitled an Act for the better security of the lives of passengers on board vessels propelled in whole or in part by steam, and for other purposes," approved 30th August, 1852, provides—

"That all plates of boiler iron shall be distinctly and permanently stamped in each

manner as the Secretary of the Treasury shall prescribe, and, if practicable, in such place or places that the mark shall be left visible after the plates are worked into boilers; with the name of the manufacturer, the quality of the iron, and whether or not hammered, and the place where the same is manufactured."

In pursuance to the authority vested in this Department by the above section of said law, notice is hereby given to the manufacturers of boiler iron, that in future all iron to be used in boilers in steam vessels must be clearly and distinctly stamped in not less than three places on each sheet or plate, as follows, viz.: at two diagonal corners, at a distance of about four inches from the edges, and also about the middle of each plate or sheet, with the name of the manufacturer and the name of the place where manufactured, designating the latter by the name of the city, town, or county, and also State.

It is at the option of the parties to add the name of the works.

If the plates are formed from charcoal iron, which has not been hammered before being rolled, it is to be also stamped in connection with the above with the letter C.

If of charcoal iron which has been hammered before being rolled, it is to be marked with the letters C. H.

If of puddled iron, it is to be marked with the letter P.

In addition to the above, the different qualities of the iron, 1st, 2d, 3d, &c., will be designated upon the plates by numerals, viz., No. 1, No. 2, No. 3, &c.

THOMAS CORWIN, Secretary of the Treasury.

NEW MODE OF SHIP BUILDING.

A late French paper has the following notice of a new mode of ship building, in which an entire change in the construction has been adopted:

"The public were gratified on Tuesday last with the launch of the Peninsula and Oriental Company's new steamship *Vectis*, of 1000 tons, the first of theirs being built on the new principle, without timbers, being all solid planking. She is the handsomest model of a steam-packet, notwithstanding her magnitude, ever launched upon the waters of the Medina. She was constructed by Messrs. John and Robert White, on their 'patented improved diagonal principle;' and is intended to form one of a fleet of steam-packets, upon the new contract, to carry the mails between Marseilles and Malta, and vice versa. As the *Vectis* is the first which has been constructed on an entirely new principle, destined to form a complete revolution in ship building, some few remarks will be necessary as regards the method on which she has been constructed. It would appear that the introduction of iron ships into our leviathan steam companies, as well as into the navy, threatened for a while the annihilation of wooden ships altogether. To meet the requirements and reasonable demands of the various steam companies, and to counterbalance the advantages which iron ships possessed over those of wood, some improved method in the construction of the latter was absolutely necessary, in order to render them stronger and more buoyant, and carry a larger cargo, in proportion to their tonnage, with equal speed, to attain which objects the Messrs. White were induced to turn their attention; and after successfully making a series of experiments and models, at no inconsiderable cost, they at once satisfied themselves of the practicability of their plan, and undertook to build ships of any magnitude and any degree of sharpness, combined with all the requisites of speed and internal capacity—and this by a combination of planking, without the necessity of ribs or frame timber. Their new mode of construction enabled them to produce vessels whose sides were only as thick as an iron ship with ribs and ceiling. The frame being entirely dispensed with, greater buoyancy was produced; and the ships were consequently enabled to carry from 15 to 20 per cent more cargo in dead weight, with equal speed; or the same quantum of cargo as an ordinary built ship, but with greater speed, in consequence of being enabled to have finer lines. In the mode of construction, viz.: two thicknesses of diagonal planking, and longitudinal planking outside, greater durability and safety were effected over the old method; and by the exclusion of vacant spaces, where foul air generated from the bilge-water or dirt collected in the openings, the plan was rendered more healthy. Moreover, in the new method, there is freedom from rats and other vermin, and above all, the plan is particularly adapted for men-of-war, from there being no iron strapping or iron-knees, and the sides being solid, there would be consequently less splinterings from shots, and particularly healthy in warm climates. These improvements were thereupon patented by the Messrs. White, as an improved practical method of building large vessels more than as a new scheme."

MANUFACTURES OF DELAWARE.

Delaware was first settled by the Swedes and Finns at Cape Henlopen in 1627. It was surrendered to the English and named Delaware in 1664. From this it appears that Delaware has been settled by white men 235 years. The English, or the present race, have held possession for 188 years. The constitution of the United States was adopted by this State, December 7, 1787, before any State in the United States.

Delaware contains 2,120 square miles. There are only 8 States in the Union more thickly settled than Delaware. The total population of the State is 91,535. Of which there are 71,289 whites, 17,957 free colored, and 2,289 slaves. The number of men from this State who fought in the Revolutionary War, was 2,386. The total State property, exclusive of school fund, is \$190,000. Ordinary expenses, exclusive of schools, \$11,000.

The number of manufacturing establishments producing over \$500 is 513, viz:—

OF COTTON. There are 12, in which the amount of capital invested is \$160,100. The number of bales of cotton used 4,730. The value of the raw material \$312,068. The number of males employed 413, of females 425. Average rate of wages per month for males \$15 55, for females \$11 59. Total value of products \$538,439.

OF IRON. Number of establishments 15. Amount of capital invested \$388,500. Tons of wrought iron made 550. Tons of casting made 3,630. Number of males employed 300. Average rate of wages per month \$23.77. Value of raw material, fuel, &c., \$173,352. Value of entire product \$322,462.

WOOLEN MANUFACTURES. Number of establishments 8. Amount of capital invested \$148,500. Pounds of wool used 393,000. Value of raw material \$204,172. Number of males employed 122, of females 18. Average wages of males per month \$18 79, of females \$17 33. Value of products \$251,010.

BRAZILIAN DIAMOND DISCOVERIES.

From a letter dated Minas Geraes, 26th December, 1852, we learn that fresh diamond discoveries have taken place at distances of eight, ten, and twenty leagues from Bagagem, that is to say, at Taboca, Reberaba, Reberabinha, Rio das Velhas Domados, in this province, and in that of Goyag, at similar distances: at Corumba, Precorijuba, and Verissimo. At Taboca a diamond has latterly been found weighing five-and-a-half "octavas," and purchased by Dr. Felix Andre, for 32,000 milreis, (about £4,000.) This gentleman also rejected forty immediately after he made this purchase. The population of Bagagem is very much diminished on account of the new discoveries, to which the majority of those who have not made their fortunes there have rushed. Labor is at a stand still in consequence of the heavy rains which have commenced early, and which have been so abundant on some days that the embankments of the rivers, formed by thick walls, have been carried away by the floods. Trade has suffered from this paralyzation of the diamond works and from the emigration of the population. The letting of the diamond-ground allotments has already commenced, notwithstanding the many difficulties encountered in the execution of the regulation of the 17th August, 1840, one of the principal ones being the want of suitable persons to serve in the administration, in consequence of the slender emoluments they receive.

SHOEMAKING IN MASSACHUSETTS.

More shoes are manufactured in Massachusetts than any other State in the Union. The *Lowell Courier*, of Jan. 11th, 1853, says:—

"There is an army of at least five hundred shoemakers in Marlboro', Middlesex county, Mass., who manufacture six thousand pairs of childrens' shoes every working-day. One journeyman has worked on the bench for thirty years without losing a day in consequence of sickness, and during that time has saved ten thousand dollars. One firm, during the last year, has manufactured 217,000 pairs of shoes. Another of the firms do an immense business, employing one hundred men in this State, and one hundred and fifty in their shoe village in New Hampshire. Last year they made two hundred thousand nine hundred and sixty-three pairs of shoes in this State, and at least as many more in New Hampshire."

THE MANUFACTURE OF GLASS.

NUMBER VIII.

MANUFACTURE OF GLASS IN THE WESTERN STATES.

We have recorded the rise and progress of Glass Manufacture in the Atlantic States, showing its course from its introduction in 1812, to the present period, i. e. 1852, covering a space of time of just forty years.

We now turn to the introduction of the manufacture in the Western States, for the account of which we are indebted to Mr. Thomas Bakewell, of Pittsburg, Penn. Mr. Bakewell advises us, that prior to the year 1808, glass works were established by a company of Germans, near Fredericktown, Maryland, under the direct control of a Mr. Amelong, for the purpose of manufacturing glass in all its branches. We have not ascertained the precise year in which Mr. Amelong commenced the manufacture; but previous to the year 1808 the establishment was broken up, and the workmen dispersed, most of them reached Pittsburg, Penn., and a part of them were engaged by Col. James O'Hara, in the construction of the first window glass establishment in the Western States. The same factory is in operation to the present day; and others of the Fredericktown company were instrumental in introducing the same branch of the glass business into Pennsylvania, at New Geneva, upon the property of the late Albert Gallatin; others of the number previously mentioned established themselves in Baltimore, and in all of the places noticed, some of the descendants of them still continue the business.

There are at this time 10 window glass factories in the vicinity of Pittsburg, and 15 in the river towns, in all twenty-five works, manufacturing over 220,000 boxes of window glass, of 100 feet each.

We now proceed to examine a more interesting topic, viz.: the rise and progress of the flint glass business in the West. We have shown that most of the workmen, on the breaking up of the glass works in Fredericktown, migrated to Pittsburg, attracted there, doubtless, by the coal mines. These persons were successful in establishing the manufacture of window glass; but a part of the workmen, in the spring of the year 1808, succeeded in the attempt to establish a flint glass manufactory, upon part of the premises now occupied by Bakewell & Tears, extensive flint glass manufacturers. The persons engaged in the enterprise, however, were deficient, both in the requisite knowledge and capital—the effort proved abortive, the parties quarreled, and the establishment, in an incomplete condition, was offered for sale.

In the August following, a Mr. Bakewell, and his friend, Mr. Page, being on a visit to Pittsburg, were induced to purchase the concern, under the representation of one of the owners that he possessed the information and skill requisite for the proper pursuit of the business, having been engaged (as he stated) in the business before he left England. Mr. Bakewell had scarcely entered upon his new pursuit before he discovered that the qualifications of the person alluded to had been entirely misrepresented, and that to succeed he must rely upon his own experience and diligence in the attainment of the peculiar knowledge indispensable to the success of his undertaking. In this the fortune of his family and friend were of course deeply involved, and he therefore set himself to the accomplishment of his task most manfully. Those only who have practical experience of the character of the undertaking can fully appreciate the various and almost insurmountable difficulties to be encountered and overcome before success could be attained.

His first difficulty arose from the want of skill in the workmen, and the inferiority of the materials employed in the manufacture of flint glass. So little were the resources of the West developed at that day that Mr. Bakewell had to procure his pearlash and red lead from Philadelphia, the pot clay from Burlington, N. J.—the whole being transported over the mountains in wagons to Pittsburg. The only sand then known was the yellow kind, obtained in the vicinity, and used at this time only for window glass. For many years Mr. Bakewell obtained the saltpeter needed from the caves of Kentucky, in a crude state, which article he was obliged to purify, until the period of 1815, when the required supply was obtained from Calcutta.

The few workmen then in the country were not possessed well in the making of glass articles after the glass was prepared, to which was added the great evil, (which has too usually prevailed among the imported workmen,) of a determination to prevent the instruction of apprentices by the most arbitrary and unjust means; and so

far as it was in their power, endeavoring to prevent competition, by not only controlling the hours of work, but the quantity of manufacture. In fact, doing the least amount of work possible for the largest amount of pay that could be coerced from the proprietors. Experience, however, in the mean time, has shown Mr. Bakewell how to construct his furnaces, or at least, to improve on the old—and he discovered better materials in his immediate vicinity, and succeeded in making purer glass than he had before made. The oppressive acts of the workmen, in the mean time, compelled Mr. Bakewell to resort to England for new workmen, at a time when the prohibitory laws there in regard to mechanics leaving England were in full force; an undertaking requiring great secrecy, and at the risk of long imprisonment if detected.

Such were some of the embarrassing circumstances with which Mr. Bakewell had to contend. Of the full force and extent of these, those only can conceive who have been under like necessities and circumstances. But a brighter day was dawning upon his exertions, and at length his arduous and untiring labor was crowned with the desired success. Good clay was procured from Holland, and purer materials discovered, competent workmen were either imported or instructed, and the flint glass manufacture was firmly established at Pittsburg. From the first establishment there originated, in a few years, many other glass works, erected chiefly by persons who had acquired the art with Mr. Bakewell, or had obtained the requisite means while in his employ. We may well consider Mr. Bakewell as the father of the flint glass business in this country, for he commenced the work in 1808, and by untiring efforts and industry brought it to successful issue.

For the skill, judgment, labor, and perseverance devoted by him to the progress of the art he truly merits the "*Artium Magister*," so often bestowed on those least worthy of its dignity and honor. Theory and Science too often receive the meed which practical progress in its walks so richly deserves. Mr. Bakewell lived to realize an ample fortune as the fruit of his industry, and his sons still carry on a profitable business on the premises originally occupied by their father. By father and sons this has covered a space of forty-four years, a length of time rarely finding a business in the same family. May the factory be always occupied and conducted by a Bakewell.

The furnace built by Mr. Bakewell in 1808 contained only six pots 20 inches diameter, which were replaced in 1810 by a ten pot furnace of a larger capacity, and in 1814 another furnace was added to the works of like capacity.

In 1809 another concern sprang up, and carried on the business on a limited scale; in 1812 another succeeded, making three concerns carrying on the business; and in 1810 another company was formed, but failed in a few years.

There are now in Pittsburg nine concerns manufacturing flint glass, running thirteen furnaces and one hundred and five pots,—there are also three concerns at Wheeling running five furnaces and forty-five pots, there are also at Wellesburg, Wellsville, Steubenville, and Cincinnati, one or two factories each—besides several manufactories for green glass jars, and one for the making of porter bottles, one also for mineral water bottles.

The first glass cutting works were opened in 1809, by a German of the name of Echbaur, who had settled in Pittsburg some years previously. Mr. Bakewell also carried on the glass cutting, and among his workmen was an Englishman who had served as a soldier in Canada, being taken as a prisoner in one of the battles on the Lakes in 1813, he proved not only a good glass cutter, but an excellent mechanic, and in various branches; but still a dissipated and idle man, and of course but of little service to the manufactory.

One of the amusing incidents connected with the manufacture occurred when Gen. Clark (then Governor of Missouri) took a party of Osage Chiefs to Washington. On their way they visited Bakewell's Glass Works, and their attention was greatly excited; they watched with great curiosity the process of making various articles, and the mode of affixing the handle to a glass pitcher quite disturbed the equanimity of the head chief, who, after shaking hands with the workmen, said, through the interpreter, "That man must have had some intercourse with the Great Spirit."

Such has always been the impression made upon the minds of the uninitiated whenever the first sight of glass working has occurred. No art has been characterized in the course of its progress by so much of wonder and undefined belief in the supernatural, as that of the manufacture of glass in its various modes and articles.

A MACHINE FOR PACKING RAW COTTON.

The *London Times* describes, in the following paragraph, a machine or press for packing raw cotton. We publish it in the *Merchants' Magazine* for the information of our readers in the cotton-growing States.

In Africa, or other parts of the world where hydraulic presses or other complex contrivances are not at command, any simple and efficient machine which would facilitate the firmly packing of cotton, is a matter of considerable importance. The attention of Mr. James Nasmyth has recently been directed to this subject by Mr. Thomas Clegg, manufacturer, and Mr. Nasmyth has produced a design for a press, which appears in every respect well calculated to answer the object intended. In its mode of operation it is so simple that any "native" who can walk round and push the lever of a capstan can supply the power, while nine tenths of the machine would be composed of wood, in order to avoid the difficulty which might occur in obtaining iron work, or effecting repairs in that material. The design was on view at the Royal Exchange several days, along with some African cotton, and Mr. Nasmyth generously offers the result of his skill to the public, stating, in his letter to Mr. Clegg, that he entertains a notion that such a simple and powerful press would be found useful in those foreign parts where the matter of packing is an important consideration. It would be somewhat difficult to give any description of the press which would be intelligible unaccompanied by a diagram; but we may state that it will consist of a large wooden frame, which will hold a bale of cotton at each of its four corners. Across the machine runs a cog rack, moved backward or forward by a central pinion, to be turned round like a capstan. The cotton to be packed is placed in two receivers, right and left of the rack, and at right angles to it; at the extremities of these receivers are the packing sheets, surrounded by cords, (grooves being made in the woodwork to receive them.) At the end of the rack are affixed two inclined bars, and as the rack is moved by the pinion those bars open out like the legs of a pair of compasses, and each forces the cotton into the packing-sheet at the extremity. The machine has a double action, and while two bales are being compressed at one end of it, the same motion liberates two packed bales at the opposite end, where fresh cotton is introduced to be in its turn compressed. As the bars move in parallel lines with each other, the pressure must be very considerable. At first the motion is rapid, which suits the easily compressible nature of the material; it then becomes slower, but of course what is lost in speed is gained in power, and gained, too, at the point when it is most required.

THE IRON TRADE IN SCOTLAND.

In Glasgow and its suburbs there are no less than thirty-eight iron foundries, all in full operation, besides two new building, and three old ones not at work. The extensive malleable iron works of the West of Scotland Iron Company, at Motherwell, near Glasgow, were lately exposed to sale at the upset price of £23,000, and sold, after a keen competition, for £42,050 to the Glasgow Iron Company. These works were erected a few years since at a cost of upwards of £106,000. They are to be set to work immediately, with at least 250 workmen, to produce malleable iron. It is said (by the *Falkirk Herald*) that the iron trade about that town has all at once resumed a degree of activity unprecedented for some years past, and that the price of coals has risen. Should prices continue as at present, the *Herald* declares that the Messrs. BAIRD (of Gartsherrie, we presume) "will realize nearly £100,000 a-year of additional profit on the produce of their own furnaces." If the English masters ever had reason to dread the over production of the Scottish furnaces, they would now appear to have it. The *North British Mail*, in reference to the present and prospective state of affairs, says: "Does the increase in ship building, which may warrant a rise in plates and bars, justify the advance in pig iron of sixty-five per cent; or will ship building, although carried on to three times the extent it now is, take away the yearly surplus of iron that is now made? We think not. If the railway mania of 1845 and 1846 could not clear away the stock that the few furnaces then in existence could produce, how can it for a moment be thought that even a great increase in ship building and the same railway mania again can take away what the lately discovered ores of the Counties of Ayr, Durham, Northampton, and Cumberland, are adding to the production? In Glasgow and neighborhood, alone, we have surplus of 400,000 tons, which speculators are busy putting into the same stores where, in 1846, many of them left

their fortunes behind them." The last report of the Glasgow market conveys an intimation which may perhaps check the mania which appears to be breaking out in more quarters than one. It says: "Our pig iron market opened good this week at 60s., but has since declined to 57s., cash, for warrants, at which sales were made to-day for prompt payment. The late advance has materially interfered with both shipments and local consumption, and the very large quantity of iron being delivered into store had quite alarmed the trade here, who now operate with great caution. The stock is decidedly on the increase."

COAL TRADE OF CLEVELAND, OHIO.

The trade in coal has risen to great importance in Cleveland. The *Plain Dealer*, published at that place, says: "The increase in quantity has been caused by the constantly increasing advantages of transportation, combined with the cheap rates at which it is furnished, and the general preference which the community has evinced for this kind of fuel. The following interesting table exhibits the constant increase for the past twelve years, and the enormous increase in the present year:—

COAL ARRIVED FROM 1840 TO 1852 INCLUSIVE.

	Bushels.		Bushels.		Bushels.
1840.....	167,045	1845.....	889,880	1850.....	2,347,844
1841.....	479,441	1846.....	893,806	1851.....	2,992,343
1842.....	466,844	1847.....	1,238,622	1852.....	3,940,749
1843.....	387,844	1848.....	1,925,451		
1844.....	560,842	1849.....	1,910,474		

To this may be added the amount which has arrived in the time intervening between November 14, and December 14, viz: 357,114 bushels.

SUBSTITUTE FOR ARTIFICIAL ILLUMINATION.

Every improvement in the means of obtaining light, an element so important in the every-day transactions of life, is highly worthy of public support, and the possibility of superseding gas during the day in those dark countinghouses, underground warehouses, and many manufacturing establishments with which our metropolis and other largely-populated places abound, is certainly a subject of the highest moment, not only as regards economy, but in a sanatory point of view. M. Chappuis, of St. Mary Axe, is now introducing a plan for obtaining from the reflected rays of the sun a very large increase of light, in places quite insufficiently illuminated from the windows, unassisted by artificial means. It is simple, but exceedingly effective, consisting of a sheet of silver-plated copper or other metal of proper size, corrugated, not in regular ridges or furrows, but in linear and cross waves, forming an uneven surface of eminences and depressions. This is inclosed in a neat frame, and being either placed outside the window, or in any other convenient position, all the light received on its surface may be reflected in any direction and with extraordinary effect.

THE SALT OF FLORIDA.

In 1829, the easterly half of the Island of Key West, consisting of a series of salt water ponds, was leased by the proprietors to the Lafayette Salt Company, who put up works on it, principally consisting of covered pans, after the plan adopted at Cape Cod and New Bedford, from which the company must have taken from 15,000 to 20,000 bushels of salt annually, until 1846, when the hurricane almost entirely destroyed the improvement. The wreck of the materials was sold to Charles Howe, Esq., who bought the landed property and rebuilt the pans and vats. He also constructed grounds after the manner of those in the Bahamas, from all of which he took in 1847 and 1848, an average of over 38,000 bushels. The years 1849 and 1850 were not quite so successful, from the wetness of the season; yet there was still made in those seasons an average of 20,000 bushels.

The works were considerably increased in 1851, but from the unusual fall of rain, no more than 20,000 bushels were raked. In 1852, 500 acres were exposed to evaporation, and it is believed that near 60,000 bushels have been made.

STATISTICS OF POPULATION, &c.

EMIGRATION FROM LIVERPOOL IN 1852.

The emigration from Liverpool in 1852 surpassed that of any previous year, having amounted to 229,099 souls. The following facts, says the *Liverpool Times*, will enable our readers to estimate the progress of emigration from this port during the last twenty years:—

From 1833 to 1840, the number of emigrants from Liverpool varied from 10,888 in the first named year, to 30,359 in the second. There was a steady increase during the whole time, but it did not reach 40,000 souls until the last year of the period. From 1841 to 1846, the first year of the potato famine in Ireland, the number of emigrants from Liverpool increased from 48,359 to 71,517.

Since 1846 the increase has been wonderful, as will be seen from the following figures:—

1847.....	134,524	1850	174,187
1848.....	131,524	1851	206,015
1849.....	153,902	1852	229,099

The emigration of 1852 presents some remarkable circumstances, both as relates to the nationality of the emigrants who sailed from Liverpool, and their places of destination.

In spite of Australian gold, the United States is still the country in which the greater part of emigrants seek for their new homes. Of the 229,099 who sailed from Liverpool in 1852 no less than 187,962 were bound to the United States. Nearly all the Irish, and most of the Germans sailed for that country, lured by the triple advantages of a short voyage, a small passage-money, and a re-union, on arrival, with immense multitudes of their fellow countrymen.

To Canada it amounted to.....	3,872	Newfoundland.....	52
New Brunswick	328	Prince Edward's Island.....	51
Nova Scotia.....	63	And the West Indies.....	73

The emigration to South Africa, from this port, was very small, only 91 persons having been found willing to encounter the Kaffirs.

The increase in the emigration to Australia is the most remarkable fact, as relates to the point of destination of emigrants. The whole emigration to Australia from all the ports of Great Britain, amounted in 1849 to 32,191, and in 1850 only to 16,037. In 1852 no less than 36,253 emigrants sailed for Australia from Liverpool alone. As the great majority of the emigrants to the United States were principally Germans and Irish, so the great majority of the emigrants to Australia were English or Scotch.

The following is a view of the emigration trade of Liverpool in 1852, arranged in a tabular form:—

PLACES OF DESTINATION AND NUMBER OF EMIGRANTS FROM LIVERPOOL IN 1852.

United States	187,962	Africa	91
South America	347	Sidney, New South Wales ..	4,013
Canada	3,873	Port Philip.....	29,378
New Brunswick	328	Van Dieman's Land.....	608
Nova Scotia.....	60	South Australia	2,264
Newfoundland.....	52		
Prince Edward's Island.....	51	Total, in 925 ships.....	229,090
West Indies.....	73		

A curious circumstance in connection with the emigration of last year is, that about 31,600 German emigrants sailed from Liverpool in preference to sailing from Hamburg, Bremen, Rotterdam, or Antwerp.

OCCUPATION, AGE, AND NATIVITY OF CALIFORNIA LEGISLATURE.

A Vallejo correspondent of the *Union* gives the following statement of the ages, occupation, and nativity of members of the present Legislature and of the State officers:—

SENATE.		
PLACES OF NATIVITY.		8 from..... 27 to 29
Pennsylvania.....	7	
New Jersey.....	4	
Kentucky.....	3	
New York.....	1	
Virginia.....	1	
AGES.		OCCUPATION.
One member.....	52	Physicians..... 2
3 from.....	40 to 45	Lawyers..... 11
12 from.....	31 to 39	Merchants..... 3
		Miners..... 2
		Printer..... 1
		Ranchero..... 3
		Mechanic..... 1

ASSEMBLY.		
PLACES OF NATIVITY.		AGES.
Virginia.....	7	1 of..... 55 years of age.
South Carolina.....	2	7 from..... 42 to 45 years.
New York.....	6	22 from..... 30 to 35 years.
Pennsylvania.....	4	29 from..... 22 to 29 years.
Indiana.....	1	
Ohio.....	3	Single men..... 35
Tennessee.....	7	Married men..... 22
New Hampshire.....	1	
Vermont.....	2	
Kentucky.....	3	
Massachusetts.....	4	
Georgia.....	2	
New Jersey.....	1	
Maine.....	1	
France.....	1	
Ireland.....	1	
California.....	1	
Missouri.....	1	
		OCCUPATION.
		Merchants..... 9
		Miners..... 17
		Lawyers..... 9
		Physicians..... 8
		Farmers..... 5
		Jeweler..... 1
		Civil Engineer..... 1
		Ranchero..... 1

OFFICERS OF STATE.

Name.	Nativity.	Last residence.	Occupation.	Age
John Bigler, Governor.....	Pennsylvania.	Illinois....	Printer....	45
S. Purdy, Lieutenant-Governor.....	New York....	New York....	Merchant..	37
W. S. Pierce, Controller.....	N. Hampshire.	Missouri....	Physician..	33
R. Roman, Treasurer.....	Kentucky....	Texas.....	Physician..	29
W. Van Voorhies, Secretary of State.....	Pennsylvania.	Washington.	Lawyer....	29
S. C. Hastings, Attorney-General.....	New York....	Iowa.....	Lawyer....	40
W. M. Eddy, Surveyor.....	New York....	Iowa.....	Engineer..	35
J. G. Marvin, Superintendent of Public In- struction.....	Connecticut	Penn.....	Lawyer....	37

EUROPEAN EMIGRATION TO THE WEST.

The report of the agent of the German Society at St. Louis shows an increase in the arrivals of German emigrants there, for the months of September, October, and November, 1852, over the same months in 1851, of 6,147. During the months of June, July, and August, 1852, 6,645 German emigrants arrived at St. Louis. The emigrants last arrived prefer the State of Iowa for a settlement, and at least one-third of those arrived during the last year at St. Louis, made their way to that State, which, it appears, enjoys an excellent reputation in Europe.

THE POPULATION CENTER OF THE UNITED STATES.

The center of the Republic, according to a Cincinnati writer of the *Times*, is just west of the Ohio River, in Ohio. Dr. Patterson, of Philadelphia, calculated the center. In 1790, the center was near the line of New York and Adams County, Pennsylvania. Then it passed into the edge of Virginia, bending towards the South—then ascended north into Pennsylvania; in 1840, it was a little east of Marietta, Ohio, and in 1850, a little west of the Ohio. Its course is said to be towards Dayton, and finally toward the mouth of the Missouri.

The comparative population of the Ohio Valley and the Lake Basin is said to be as follows:—

OHIO VALLEY.		LAKE BASIN.	
$\frac{1}{2}$ th Ohio	1,500,000	Western New York.	800,000
$\frac{1}{2}$ th Indiana	750,000	Western Pennsylvania . . .	100,000
$\frac{1}{2}$ th Illinois	750,000	$\frac{1}{2}$ th Ohio	500,000
Kentucky	1,000,000	$\frac{1}{2}$ th Indiana	250,000
Tennessee	1,000,000	$\frac{1}{2}$ th Illinois	250,000
Western Virginia	300,000	Michigan	450,000
Western Pennsylvania	300,000	Wisconsin	350,000
Total	5,600,000	Total	2,700,000

A portion of Alabama, in Valley of Tennessee, belongs also to the Ohio Valley; so also do some other small districts.

Cincinnati is put down as the commercial center of the Ohio Valley now, and ever to remain so. In the five months from September last, the Commerce of Cincinnati has increased 50 per cent over that of the same period last year.

EMIGRANTS ARRIVED AT QUEBEC, 1848-52.

The following table shows the number of emigrants arrived at Quebec since 1848 inclusive:—

	1848.	1849.	1850.	1851.	1852.
England	6,034	8,980	9,887	9,677	9,276
Ireland	16,582	23,129	17,976	22,381	15,982
Scotland	3,086	4,984	2,879	7,042	5,477
Lower ports	1,842	968	701	1,106	1,184
Continent	1,395	436	49	870	7,356
Total	27,839	38,494	32,292	41,075	39,176

It will be seen that a greater number have arrived from the Continent of Europe in 1852 than in any previous year.

EMIGRATION FROM THE CLYDE.

We subjoin a statement of the number of emigrants who left the Clyde in 1851 and 1852, under the British emigration act:—

	1851.	1852.
Australia	149	3,769
Canada	3,904	3,635
United States	9,072	9,777
Total	13,125	17,481

In addition to the above, upwards of 8,000 emigrants passed in 1852 to Liverpool through the hands of the government emigration inspector at Glasgow, to join emigrant ships at Liverpool.

MERCANTILE MISCELLANIES.

THE EFFECTS OF EUROPEAN WAR UPON OUR COMMERCE.

From a long and powerful speech made by Mr. COBDEN, at a late Peace Meeting at Manchester, which was attended by some six thousand persons, we take the following striking paragraph relative to the effects of a European war upon American Commerce. The position is unquestionably a sound one.

Now I have heard a great deal of trash talked, and have seen a great deal more written, about what is to be expected from the United States of America, if we declare war with France. Don't deceive yourselves. America is not coming to put herself in alliance with the Anglo-Saxon race to make war with France. (Cheers.) If you go to war with France, I tell you what the United States will do: the first thing they will do will be to assume a very bold attitude, and require you instantly to abandon that right of search which was claimed and exercised during the last war, and was left an open question even at the peace. Now, you will be obliged instantly to renounce the right of visiting American vessels. America will no longer allow you, with her tonnage now nearly equal to your own, to do what you did 45 years ago with impunity; and what will be the consequence? America will carry on the Commerce of Europe. Do you think, with your navigation laws repealed—now, I invite the merchants of Liverpool, whose organs talk so glibly of war, to pay attention to what I say—do you suppose that, with the navigation laws repealed, if there is a war between France and England, and our narrow seas swarm, as they will, with privateers having letters of marque—many and many a stout steamer built on the Atlantic shores coming over here with letters of marque to seize as prizes your merchant vessels—do you suppose that under such circumstances, anybody would be such a fool as to send one ounce of freight under the British flag? Would not the insurance be some 20 or 30 per cent more than the insurance of some American ship? and who in the world, do you think, could carry on competition in any commodities, if he had to pay 20 or 30 per cent more than those who brought their goods in any foreign ship? What must be the effect instantly of war? Your ships must leave your harbors and go and enter themselves and get registered either as American ships, or Dutch ships, or Hamburg ships, and be anything but English ships; then you may bring your commodities here under some other flag, and what will become of the shipwrights of Liverpool, when all the English ships are gone and no others building? They may follow the ships, or they may go to the workhouse. (Hear, hear.) That is what will follow a war; that is what will come of the "high hand," and "pitching into France," as the saying is. (Laughter.) And right well would the merchants of Liverpool deserve such a state of things, if they sanction such a course of policy or encourage that tone of the press which invites provocation and war of that kind. Though we have not sufficiently thought of what a war would do for ourselves, have you ever considered what effect it would have upon this district, this busy hive which subsists entirely upon the industry that is employed upon the raw material brought from abroad? It would be a very different thing to throw the country into distress now, for the want of the raw material, to what it was some 60 years ago, for our capital has increased four or five fold, and our consumption of the raw material has increased some eight or ten fold from what it was in those days. Don't listen to those papers which talk about "pitching into" France, and don't delude yourselves with the idea that the United States will ever come to help the English in any war that may be carried on. The Americans are too shrewd to fight other peoples' battles; when you find them fighting it will be for themselves. (Cheers and Laughter.)

THE LEAVES OF THE COFFEE PLANT A SUBSTITUTE FOR THE BERRY.

The *Singapore Free Press* recommends the use of the coffee leaf as a substitute for the berry. The sensible writer appears to be an English planter of the Dutch settlement of Padang, in Sumatra, where the coffee plant has been cultivated for several generations, and where it is now produced in larger quantity and of better quality

than in any country of the Malayan Islands, Java excepted. The coffee plant is an evergreen large shrub, which yields a profusion of leaves, and bears fruit for about twenty years. The leaf, and even the twigs, have, in a minor degree, the same stimulating and exhilarating property as the berry, and its habitual use by the natives of the country, agricultural Malays of very simple habits, and little amenable to innovation, shows that they at least find the coffee leaf to make a wholesome and agreeable beverage. The introduction of this article into our consumption would, we cannot help thinking, be a benefit to the poor and to our colonial planters. In order to render coffee leaves marketable for European consumption, we fancy the best mode of preparation will consist in subjecting them to the same kind of manipulation as tea undergoes, and for this purpose it would probably be expedient, at first, to employ, for instruction, Chinese skilled in the art, such men as Mr. Fortune lately brought from the northern provinces of China, to Upper India. The leaves of coffee, neither fleshy or succulent, are even more easily dried than those of the tea; and being larger and more abundant, while the plant itself is more easily reared than tea, and embraces a much wider geographical range, it is certain that they might be sold at a lower price than the poorest Bohea. It may be added that the leaves so prepared would not be amenable to the charge of adulteration so often urged against the ground berry. The subject is worth the attention of planters, traders, and consumers.

A FUNNY COMMERCIAL TRANSACTION.

The *Mining Register* says "it will be some time, if not longer, before we shall awaken the echoes of our quiet sanctum with a laugh so irrepressible as a guffaw which has just escaped us, at a mercantile anecdote inimitably related by a German friend:"—

An old fellow living at Frankfort-on-the-Maine, sent to a business correspondent at Frankfort-on-the-Oder, a large consignment of cotton stockings, and at the same time, to another correspondent at the same place, an equally large consignment of cotton nightcaps, the product of his own manufacture. He wrote to each the price at which they were to sell, but the sum designated was found to be too large, of which fact they took occasion to inform him. He yielded a little in his demand, but still there was no offer for his fabrics. Again he writes, in reply to other letters of his correspondents, naming a yet smaller amount; but weeks elapse, and yet no sales. At length he writes to each correspondent to make *some* disposition of his manufactures; if they can't get money for them, at least to exchange them, no matter at what reasonable sacrifice, for any other goods. Under these instructions, the stocking factor calls upon the nightcap-agent, both unknown to each other in connection with their principal, and "names his views;" he wishes to exchange a lot of superior cotton stockings for some other goods; he is not particular what kind, as the transaction is for a friend, who is desirous of "closing his stock." The man at first can think of nothing which he would like to exchange for so large a supply of stockings; but at length a bright thought strikes him. "I have," said he, "a consignment of cotton nightcaps from an old correspondent, which I shall not object to exchange for your stockings." The bargain was soon closed. The stocking-factor wrote back at once that he had at length been enabled to comply with the instructions of his principal. He had exchanged his stockings for "a superior article of nightcap," in an equal quantity, which he was assured were likely to be much in demand before a great while!

The next day came a letter from the nightcap-agent, announcing his success, and appended to the letter was a big bill for commissions! As Yellowplush would say, "Fanny that gent's feelinks."

A BUSINESS GIRL.

We are well acquainted with a young and very handsome girl, says the accomplished editor of the *Merchants' Ledger*, who has the principal management of a large mercantile establishment in a flourishing country town, who visits different cities alone, stops at hotels, purchases supplies of dry goods, hardware, china, groceries, shoes, nick-nacks, and all multifarious saleables which make up "a stock" in a miscellaneous store. She gives notes, makes contracts, all such business as belongs to her; and we have never yet learned that she has sacrificed one iota of the dignity, admiration and respect, which are her just due as a young, amiable, and very pretty woman.

MERCHANTS AND SHOPKEEPERS IN HAVANA.

HIRAM FULLER, Esq., Editor of the *New York Mirror*, who passed a few weeks in Havana during last year, in one of his interesting series of letters, says:—

"It is a well known fact that nearly all the merchants and shopkeepers of Havana are native Spaniards, and they are not only contented, but fanatically devoted to the Spanish Government. A large proportion of this class came to Cuba as adventurers, and began life as clerks, on small salaries. After accumulating five hundred dollars, they would purchase a share in a joint-stock slave-trading company, and in the course of a year or two, receive a profit in the shape of a dividend, amounting to ten thousand dollars, which sum, re-invested in the same business, soon made them millionaires. These nabobs then generally return to Spain to spend their ill-gotten fortunes, leaving a crop of clerks to follow in the footsteps of their inhuman predecessors. It is, perhaps, not generally known, that some of our New York "Merchant Princes," whose sudden wealth has been attributed to the sugar business, have derived their largest revenue from capital slyly invested in the slave trade. Persons who are curious in such matters may learn further particulars."

ARCTIC WHALE FISHERY.

Captain Penny, the eminent Arctic navigator, has at length succeeded, says the *London Literary Gazette*, in forming a company for prosecuting the whale fishery, and founding a permanent settlement in the Arctic regions. He designs to employ propellers in whale fishing in the bays and inlets of Davis' Straits. A colony is to be founded in the inlet known as Northumberland Inlet, or Hogarth Sound, in about the same latitude as Archangel. In this locality there are not only excellent fishing grounds, but great store of mineral wealth, especially of plumbago. The company will send out two screw steamers of 500 tons each, in the spring months, to the seas between Greenland and Nova Zembla, and later in the year the steamers would start for Hogarth Sound, so as to arrive there before August. They would remain there until the ice forms in November, when they would return to England with the produce, leaving the settlers to prosecute the inshore fishery, and store up the proceeds until the return of the steamers in the spring.

BRIEF MENTION OF MOTHER OF PEARL.

"Mother of pearl," says *Parker's Journal*, "is the hard, silvery, brilliant internal layer of several kinds of shells, particularly oysters, which is often variegated with changing purple and azure colors. The large oysters of the Indian seas alone secrete this coat of sufficient thickness to render their shell available to the purposes of manufactures. The genus of shell fish called Pentadine furnishes the finest pearls, as well as the mother of pearl; it is found in greater perfection round the coast of Ceylon, near Ormouz, in the Persian Gulf, at Comorin, and among some of the Australian seas. The brilliant hues of mother of pearl do not depend upon the nature of the substance, but upon its structure. The microscopic wrinkles or furrows which run across the surface of every slice, act upon the reflected light in such a way as to produce the chromatic effect. Sir David Brewster has shown that if we take, with very fine black sealing wax, or with the fusible alloy of D'Arcet, an impression of mother of pearl, it will possess the iridescent appearance. Mother of pearl is very delicate to work; but it may be fashioned by saws, files, and drills, with the aid sometimes of a corrosive acid, such as the diluted sulphuric or muriatic acid; and it is polished by colcothars."

CONTEMPT OF THE BANK.

A shop boy, having a very rustic appearance in dress and manners, entered one of the banks in Dundee, a few days ago, and, throwing a sixpence to the teller, asked, "A saxpence worth o' fardins." The teller very politely replied, "I can't do it. I have not so many." Shop boy—"Gie's back my saxpence, then." The boy, on opening the door to leave, looked over his shoulder, and, staring at the teller, exclaimed, "Sic a bank!" Next day he had occasion to visit the same bank, and on being asked, amid the laughter of the clerks, "If he got his saxpence worth o' fardins?" replied contemptuously, "Ay did I. I got them in a little pie-shop."

THE BOOK TRADE.

1.—*The District School as it Was.* By the Rev. WARREN BURTON. A New Edition.

There are works thrown off at a heat which the writers themselves never afterwards equal, which take the world by surprise and defy imitation in their peculiar parts. Such was Goldsmith's *Vicar of Wakefield*, such Lockhart's *Valinus*, such this life-like sketch of the ancient New England School. Overflowing with quiet humor, full-fraught with sympathy for childhood, its distinction from every book of the sort is, it places the reader in the midst of the busy scene, and makes it all move before him, in perfect truth, yet vivid life. One's own hand smarts with the biting ruler again, or aches with the punishment of holding the big Bible at arm's length. One's voice trembles at going through the word of terror "abomination," or gets hoarse at defying all pauses in the loud reading lesson. Suddenly the scene changes, and we are leaping like young colts homeward, or absorbed in an eventful snow ball battle, or crouching contentedly over the simmering dough-nut. The rusticity of the language adds reality to its descriptions. City youths should study this *District School*, that they may know what country life is; our word for it, they will thank us for this introduction, and will place the new friend by the side of old *Crusoe* as a treasure not to be spared from the library of youth.

2.—*General History of the Christian Religion and Church.* From the German of Dr. AUGUSTUS NEANDER. Translated from the first revised, and altered throughout according to the second edition. By JOSEPH TORREY. Third Edition. Vols. 3 and 4. 8vo., pp. 623 & 650. Boston: Crocker & Brewster.

These two volumes comprise the third, fourth, and fifth of the original work. This translation of Torrey is the only good one which has ever been made of Neander's great work on church history, or rather we should say, of the history of the Christian religion. The importance of this distinction as it relates to the true character of this work is great. For the author regards a church as consisting of any number of persons who are, in heart and in spirit, one in love and obedience to God. The fundamental point of work therefore, consists in a history of the development through centuries, of this oneness of heart and spirit, so far as it is indicated by the circumstances, condition, and doctrines of Christianity, from the earliest period. All that information which is comprised under the term of a church, such as its liturgy, its forms of prayer, its officers &c., receives no further mention than is necessary to throw light upon his leading idea. Dr. Neander comes under that class who are now generally denominated "evangelical" writers, which, as we understand it, comprises all who believe in the inner life of Christianity. These volumes contain all of the work written by the author. It was his design to have added another volume, bringing the history down to the period of the Reformation. Doubtless much material was collected for this purpose, but he did not live to perform the task. There is no question of the great value of this work. Its accuracy, its masterly ability, its calm and copious argument upon every doubtful point, its richness of learning, and sincere and honest spirit, place it, in our estimation, before all other works on this subject.

3.—*Comparative Physiognomy, or Resemblances between Men and Animals.* By JAMES W. REDFIELD, M. D. Illustrated by 330 engravings. 8vo. pp. 334. New York: Redfield.

This author has used wonderful industry to develop, or to point out the resemblances of some features and postures of men of peculiar stamp of character with the features and postures of certain classes of animals. Some of the resemblances are very striking. But after all they amount to nothing. The animal, throughout all the orders of its kingdom, has resemblances. So it is with the orders in the intellectual world, or vegetable world. These mere expressions of features are curious with all those who would like to see how much some men's faces resemble those of dogs, or bears, or birds, or frogs; but beyond this it is all stuff and nonsense.

4.—*Home Treatment for Self Abuses.* A practical treatise. By R. T. TRALL, M. D. 12mo., pp. 117. New York: Fowlers & Wells.

5.—*Gus Howard: Or how to win a Wife.* By the author "Minnie Gray." Beautifully illustrated. 8vo., pp. 200. New York: Garret & Co.

- 6.—*Memoirs, Journals, and Correspondence of Thomas Moore.* Edited by LORD JOHN RUSSELL, M. P. Parts 1 and 2. New York: D. Appleton & Co.

The memoirs of Ireland's noblest poet, compiled from his own journal and correspondence, forms one of the most interesting books of the day. Its publication has been commenced in a very fine style, in a series of numbers, by the Appletons. The editorship, by Lord John Russell, consists chiefly in a compilation, and we have Moore speaking and writing of himself at every page as we proceed. The interest and truthfulness of the picture of the poet is heightened by this mode of presenting him. The numbers thus far are full of attraction, and one lingers over the tender letters of Moore to his mother with admiration of the warm and pure heart of the son and the warm and confiding affection of the mother.

- 7.—*English Items: Or Microscopic Views of England and Englishmen.* By MATT. F. WOOD. 12mo., pp. 351. New York: D. Appleton & Co.

Few young writers have met with as favorable an introduction to the public, as was the fortune of this spirited writer, in his previous volume entitled "Letters from the Continent." This volume is equally meritorious. The English character is handled with unsparing severity, yet with a rigid truthfulness in the statement of facts, which adds to the sting. "English Writers," "Manners," "Devotion to Dinner," "Sixpenny Miracles," and many other peculiarities in the original "John Bull," are shown up in that style which it has been customary for the English writers to apply to America. It is a book which will make an impression.

- 8.—*The Lofty and the Lowly; or good in all and none all good.* By M. J. McINTOSH. 2 vols. 12mo. pp. 323 and 299. New York: D. Appleton.

Few works of fiction which have recently been issued are more deserving of perusal than these charming volumes. The scenes and characters which are delineated in them are to be found both at the North and the South; the good and the bad in each are not overlooked. There is no work on Northern or Southern life so just, so truthful, so entitled to confidence, and yet so adorned with the graces of literature, as this one. At the same time it is highly interesting and attractive.

- 9.—*Lady-bird. A Tale.* By LADY GEORGIANA FULLERTON. Three volumes in one. 12mo. pp. 328. New York: D. Appleton & Co.

This is one of those pictures of English life which will always be read with pleasure and profit. The elegant cultivation displayed in the characters, the force of violent passions to overcome all restraints, and the tendency of the pure and genial influences of society to soften and elevate its members, are developed in these pages through the network of an interesting and attractive story.

- 10.—*A First History of Greece.* By E. M. SEWELL. 18mo. pp. 358. New York: D. Appleton & Co.

The history of Greece is presented with great simplicity and clearness in these pages, by an author who has been a most successful writer of books for young people, as well as others. For schools and academies it must be a very desirable work.

- 11.—*Light and Shade; or a Young Artist. A Tale.* By ANNA HARRIETT DRURY. 12mo. pp. 267. New York: D. Appleton.

This is an admirable tale, abounding in strong and impassioned scenes, some of which possess uncommon pathos. It represents the trials and conflicts of life with great truthfulness, and is written with much spirit and eloquence.

- 12.—*Hints to a Layman.* 16mo. pp. 67. Philadelphia: C. G. Henderson.

This is another of the volumes that have been called forth by the discussion which has been excited from the appearance of the volume entitled "New Themes for Protestant Clergy." It is a brief work, written in an excellent spirit, and although suggesting but few thoughts bearing upon the discussion, it is worthy to be read with the others.

- 13.—*Family and School Monitor and Educational Catechism.* By JAMES HENRY, JR., late Superintendent of Common Schools in Herkimer County, New York. New York: George Savage.

The author of this volume seems to fully comprehend the philosophy of teaching, and attaches to all the faculties—physical, moral, and intellectual—just that degree of importance that each requires for its free and fair development. It should find a place not only in all our school libraries, but in the hand of every student.

- 14.—*History of the State of New York.* By JOHN ROMEYN BRODHEAD. 8vo. pp. 801. New York: Harper & Bros.

Mr. Brodhead divides the history of New York into four parts. The first opens with its discovery by the Dutch in 1609, and closes with its seizure by the English in 1664. It comprises, also, the early history of New Jersey, Delaware, and Pennsylvania, and, to some extent, that of Massachusetts, Rhode Island, and Connecticut. The second begins with the ascendancy of the English in 1664, and ends with the cession of Canada to the English in 1763, by which all the Northern Colonies in America became subject to the British crown. The third reaches from the treaty of Paris in 1763 to the inauguration of Washington as President of the United States in 1789. The fourth embraces the annals of the State from the organization of the Federal Government. The present volume contains the first of these periods, during which many of the political, social, and religious elements of New York had their origin. The author has enjoyed rare opportunities for the preparation of this work, and he has improved them to the best advantage. His official position secured for him access to every quarter worthy of research. The commencement of the work is adequate to the expectations raised by the facilities afforded, and the result will doubtless be a history in which the citizens of the State may justly feel a degree of pride.

- 15.—*History of the United States from the Discovery of the American Continent.* By GEO. BANCROFT. Vol. 5. 8vo., pp. 459. Boston: Little & Brown.

The contents of this volume extend through the period from 1763 to 1766, when the immediate causes of the Revolutionary War came into existence, more particularly the Stamp Act. Introductory to these important measures, the volume presents a survey of the continent of Europe, and especially of the European mind, its independence in judgment and its political principles. To this follows a survey of England and its dependencies, upon which the more important subjects connected with our own history are brought forward in due order. The reader is constantly forced to admire the clear and distinct manner in which popular principles are held up to view, and their progress and expression is traced from period to period. All this is clothed in rich and flowing diction, and embellished with passages of striking eloquence, which makes this work, in truth, the History of the United States.

- 16.—*Hand-books of Natural Philosophy and Astronomy.* By DIONYSIUS LARDNER. Second course—Heat, Magnetism, Common Electricity, Voltaic Electricity. Illustrated by upwards of two hundred engravings on wood. 12mo. pp. 450. Philadelphia. Lea and Blanchard.

It has been the aim of the author in the preparation of this work, to afford satisfaction to those who desire to obtain knowledge of the elements of physics without pursuing them through their mathematical consequences and details. It is more particularly designed to inform in physical and mechanical science, the medical and law student, the engineer and artisan, as well as persons who have entered upon the active duties of life, and are still desirous to retain and improve their knowledge of the general truths of physics.

- 17.—*Chemical Field Lectures for Agriculturists.* By Dr. JULIUS A. STOOKHARDT. Translated from the German. Edited, with notes, by JAMES E. TESCHEMACHER. 12mo., pp. 242. Cambridge: John Bartlett.

In these pages some of the leading principles of agriculture, which have for the last few years been prominent subjects of discussion, are treated with much ability. One of the chief among these is the use and value for vegetation of nitrogen, in its practical form, ammonia. The author's views on the principal points of the preparation, action and values of manures, their consolidation and perfect protection have been highly approved. To these may be added his exposition of the value of guano, the influence of its residuum as a food for cattle and a manure.

- 18.—*Chambers' Pocket Miscellany.* Vols. 8, 9, and 10. 16mo., pp. 179, 180, 186. Boston: Gould & Lincoln. New York: Adriance & Sherman.

Each of these volumes is complete in itself. Their contents are miscellaneous, but quite interesting and instructive for general readers. They are well written, carefully and judiciously prepared, and of the same meritorious order as Chambers' other popular publications.

- 19.—*A Sequel to the Female Jemuit; Containing her Previous History and Recent Discoveries.* By MRS. S. LUKE. 12mo., pp. 197. New York: M. W. Dodd.

- 20.—*Spain : Her Institutions, Politics, and Public Men.* By S. T. WALLIS. 12mo., pp. 399. Boston: Ticknor, Reed & Fields.

Few countries in the world are richer in their resources than Spain. But in the hands of her present rulers she will steadily grow more contemptible. This was Napoleon's opinion, and time has only served to confirm its truth. Until the popular element is allowed to spread through all ranks and orders, there will be little to interest or instruct the American within her borders. The volume before us is quite commendable as a book, and presents things to us as they appear to a somewhat dispassionate eye, but the author has not studied or perhaps understood his subject, and his book falls very far short of what a work on Spain should be.

- 21.—*Ruth. A Novel.* By the author of "Mary Barton." 12mo., pp. 400. Boston: Ticknor, Reed & Fields.

This is a tale of more than ordinary merit. It exhibits the strength and fortitude imparted by correct principles, enabling their possessors to encounter the struggles of life with success, while those who are devoid of them are too often borne down in the strife. It also presents us with many pleasing pictures of the grace and mellowness produced in the true and genial spirit, by the lessons of the world. The style is clear and forcible, and the interest of the story is well maintained.

- 22.—*Essays on the Poets and Other English Writers.* By THOS. DE QUINCEY. 12mo., pp. 296. Boston: Ticknor, Reed & Fields.

The essays in this volume treat of the poetry of Wordsworth, Shelley, Keats, Goldsmith, Pope, and the prose of Godwin, Foster, Hazlitt, and Landor. They are written in that same thoughtful and pleasant style which is peculiar to this admirable writer. We are under great obligations to the publishers for bringing out the charming works of De Quincey in such an excellent taste. His rank among the modern British Essayists is deservedly high, and his writings possess an interest which is neither momentary or evanescent.

- 23.—*The Poetical Works of Henry Alford.* 12mo. Boston: Ticknor, Reed & Fields.

These poems are mostly fragmentary, and have been written at different periods during many years. Some of them possess much delicacy of thought and skill in expression, while there are others which appear quite diluted and feeble. The volume should be thoroughly revised and extensive portions of it omitted, as of no more merit than cords of poetry which issue from the American press, and are written by native authors. The author seems to be interested in the republication in this country.

- 24.—*The Holy Bible, According to the Douay and Rhemish Versions, with Haydock's Notes Complete.* Nos. 8 and 9. New York: Dunigan & Bros.

This is probably the finest edition of the Bible which has been issued in this country. The paper is excellent, the type large and distinct, and the plates and embellishments very fine.

- 25.—*Heart-Drops from Memory's Urn.* By Miss S. J. C. WHITTLESEY. 8vo., pp. 342. New York: A. S. Barnes & Co.

This volume consists of a large number of brief poems, many of which have appeared before in print. The author of them is a copious and successful writer, and has done great service to her sex in the conduct of the Mothers' Magazine. Her poems possess much delicacy and tenderness of sentiment, and are always elevated, pure, and excellent in thought. They must doubtless find a cordial welcome among her numerous friends.

- 26.—*Guide to Roman History, from the Earliest Period to the Close of the Western Empire.* By Rev. J. R. BREWER. 18mo., pp. 474. New York: C. S. Francis.

The works of Dr. Brewer have been highly commended abroad, for their excellent adaptation to educational purposes. This Roman history has been revised and suited to use in all the schools of the United States.

- 27.—*The Ocean Born. A Tale of the Southern Seas.* By STUART A. CODMUN. 8vo., pp. 100. New York: Bunce & Brother.

- 28.—*Ugly Effie : Or the Neglected One, and the Pet Beauty and other Tales.* By Mrs. CAROLINE LEE HENTZ. 8vo., pp. 369. Philadelphia: T. B. Peterson.

- 29.—*Annual of Scientific Discovery; or, Year-Book of Facts in Science and Art for 1853.* Exhibiting the most important Discoveries and Improvements in Mechanics, Useful Arts, Natural Philosophy, Chemistry, Astronomy, Meteorology, Zoology, Botany, Mineralogy, Geology, Geography, Antiquities, &c. Edited by DAVID A. WELLS, A. M. 12mo., pp. 411. Boston: Gould & Lincoln.

This, the fourth annual volume of "Scientific Discovery," similar in design and character to the English Year-Book of Facts, embraces a great variety of information on the various topics indicated in the title-page quoted. The whole is classified and arranged in a satisfactory manner. Appended to the volume, we are furnished with a list of recent scientific publications, classified list of patents, brief obituaries of eminent scientific men, notes on the progress of science during the year 1852, &c. Among other matters of interest in mechanics and the useful arts, the editor has introduced our description of "Ericsson's Caloric Engine," the most accurate that has yet been published. It is an interesting and valuable work.

- 30.—*Philip Doddridge, his Life and Labors: a Centenary Memorial.* By JOHN STROUGHTON. With an introductory chapter by JAMES G. MIALL. 12mo. pp. 222. Boston: Gould & Lincoln.

This is an elegant and rather extensive sketch of the leading circumstances in the life of a man of considerable talent and much eminence among the Congregational order of Christians in England a century ago. All who find pleasure in perusing the lives of men of piety will welcome its appearance.

- 31.—*The Finland Family; or Fancies taken for Facts.* A Tale of the Past for the Present. By SUSAN P. CORNWELL. 16mo. pp. 292. New York: M. W. Dodd.

In these pages it has been the aim of the writer to illustrate the value and beauty of practical piety, by an attractive exhibition of its salutary influence amid the daily duties, and cares, and common incidents of life. For this purpose she has selected that peculiar phase of mental habits by which fancies are often taken for facts, or incidents common to daily life are regarded as omens of good or ill to those before whom they occur.

- 32.—*The Summer and Winter of the Soul.* By REV. ERSKINE NEALE, M. A. 16mo. pp. 281. New York: M. W. Dodd.

The title of this volume is chosen to designate instances in the lives of the devoted and the self-denying, of spiritual declension and of spiritual triumph, which may serve to act as beacons, warning the self-confident, and cheering the desponding. Some of the instances presented are those of Claudius Buchanan, Irving, Mrs. Sherman, Mrs. Sherwood, Francis Jeffrey, Caroline Fry, John Sterling, &c.

- 33.—*A Fortnight in Ireland.* By SIR FRANCIS HEAD, 12mo. pp. 216. New York: G. P. Putnam.

This tour in Ireland is marked with all the peculiar traits of its author. Rapid, observant, pointed, and practical, the author seizes upon the strong points of Irish life, and sets them before us with much vividness and force. This volume forms one of the numbers of Putnam's Semi-monthly Library.

- 34.—*Punch's Prize Novelists: the Fat Contributor—Travels in London, &c.* By WM. M. THACKERAY. 12mo. pp. 308. New York: D. Appleton & Co.

Thackeray's pen loses none of its rich and genuine humor in these his latest efforts. They are as lively and agreeable as any thing he has written.

- 35.—*Anna Hammer.* A Tale of Contemporary German Life. Translated from the German. By A. H. GUERNSEY. 8vo., pp. 127. New York: Harper & Brothers.

One of Harpers' library of select novels and a great story.

- 36.—*The British Colonies.* By R. M. MARTIN. Parts 40 and 41. New York: John Tallis & Co.

The embellishments of these numbers consist of a map of "South Africa" and one of "Natal and Kaffraria." The subject of the text is a continuation of the history of the colony at the Cape of Good Hope. This is unquestionably the most valuable work on the British Colonies before the public.

- 37.—*Mr. Brown's Letters to a Young Man about Town.* 12mo. pp. 255.

38.—*The Canada Directory*: containing the Names of the Professional and Business Men of every Description in the Cities, Towns, and principal Villages of Canada; together with a complete Post-Office Directory of the Province; a Directory to Public Offices, Officers, and Institutions; a variety of Statistical and Commercial Tables, exhibiting the Population, Trade, Revenue, Expenditures, Imports, Exports, Public Works of Canada, and a variety of other Useful Information brought down to November, 1851. By ROBERT W. S. MACKAY. Montreal: John Lovell.

The title-page quoted above gives a concise and at the same time comprehensive idea of the contents and character of this work. Its value, in view of the commercial and other relations to the citizens of the United States, is scarcely less in importance than to the people of the British Provinces. It is evidently prepared with much care, and its details may be relied upon for their accuracy. The compiler, Robert W. Stewart Mackay, Esq., was the first to introduce anything in the form of a directory into Canada. The Montreal Directory was established by that gentleman in 1848, and is continued annually. The Quebec City Directory is published once in two years. His other works on Canada and Canadian subjects are, we believe, well known to those who take any interest in such matters.

39.—*The American Slave Code in Theory and Practice*; its Distinctive Features shown by its Statutes, Judicial Decisions, and Illustrative Facts. By WILLIAM GOODELL, author of the "Democracy of Christianity," and "History of Slavery and Anti-Slavery."

The author of this work has brought together, under distinct heads, the laws of the several slave States, and the decisions of courts relating to slavery in the United States; but this is not all, he has seen fit to comment upon and illustrate these laws and decisions in a manner that cannot fail of eliciting from the friends of the "peculiar institution" the severest denunciation. Stripped of this extraneous matter, which would of course impair the interest of the work in the judgment of the Abolitionist, it might be useful to those who wish to understand the precise bearings of the "Slave Code." As it is, we imagine the circulation of the work will be in a great measure confined to the anti-slavery portion of the public. But we have said enough upon the delicate topic here treated—should we say more, it would perhaps displease both sides of "our parish," and that might cost us the loss of a few readers.

40.—*The Stones of Venice—The Foundations*. By JOHN RUSKIN. With illustrations drawn by the author. 8vo. pp. 435. New York: John Wiley.

In these pages will be found a very accurate and reliable account of the details of early Venetian architecture. The author is of opinion that no building in Venice, raised prior to the sixteenth century, has been free from essential changes in one or more of its most important features. Many of them present examples of three or four different styles, and in many instances the restorations or additions have gradually replaced the entire structure of the ancient fabric. The early Venetian architecture illustrates the history of the southern Gothic. The text is accompanied with numerous illustrations in line mezzotint, on steel, with mixed lithographs and wood cuts, as seemed best suited to the subject.

41.—*The Art-Journal for February*. New York: George Virtue & Co.

The embellishments of this number consist of two plates, entitled "Fair Time" and "The Angler Home," from pictures in the Vernon Gallery; also "Westminster Bridge," "An Artist Ramble from Antwerp to Rome," and a large number of finely executed cuts, all of which display that elegance of taste which characterizes this Journal.

42.—*The Holy Bible, according to the Douay and Rhemish Versions, with Haydock's Notes Complete*. No. 10. New York: Dunigan & Brothers.

This is one of the finest editions of the Scriptures which has been issued in this country. The text is brought down, in this number, to "Kings, 4." Each number is embellished with a very handsome plate.

43.—*Boydell's Illustrations of Shakspeare*. Part 30. New York: S. Spooner.

In this number we have the title-page, the preface, and the contents of this splendid work, and a large plate of "Queen Charlotte" of England. The entire series form one of the most expensive and successful attempts to illustrate Shakspeare which has ever been made. The restoration of the original plates has been very perfect, and the style in which they have been published is truly superb.

Fig 1.

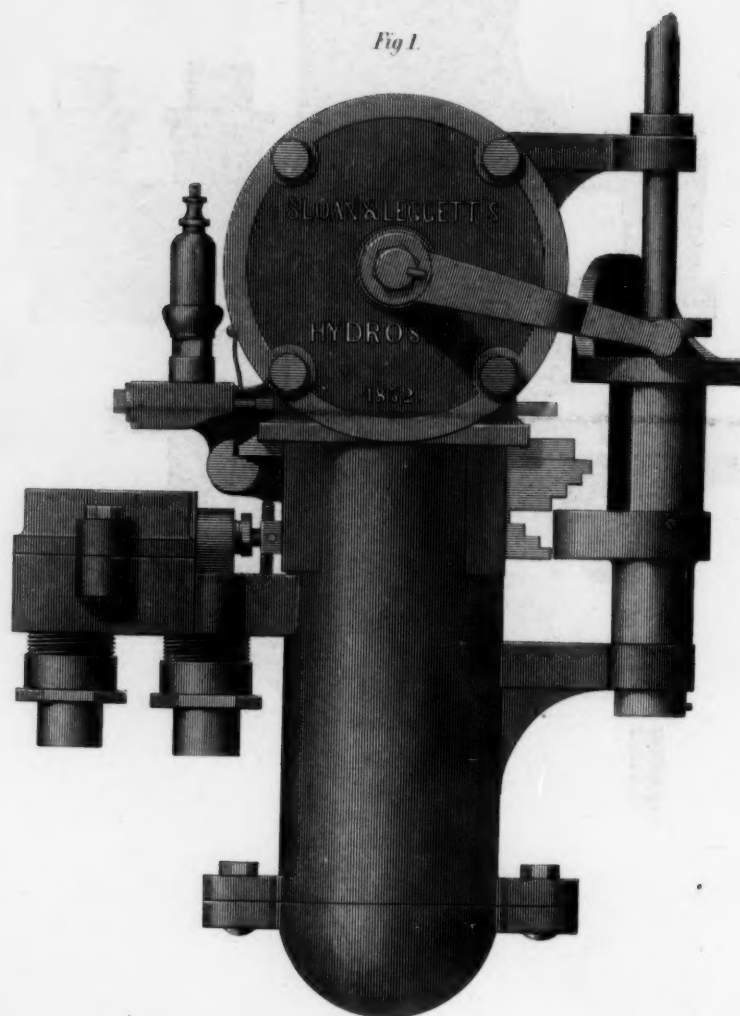


Plate III.

Fig 2

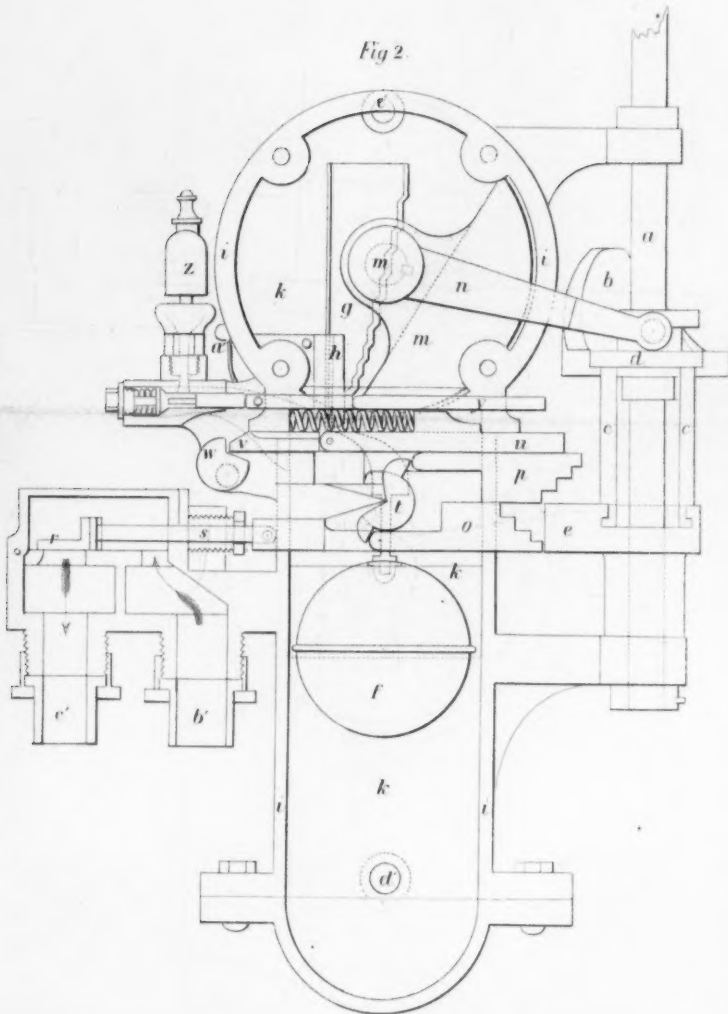
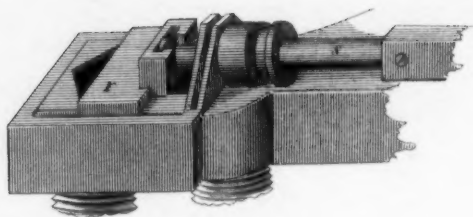


Fig 3

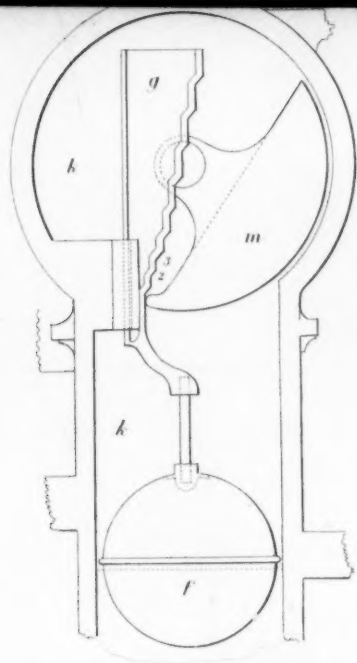
Fig 4.



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